VOLUME IV NUMBER 30 "Weekly News, Not Monthly History" August 10, 1967

CYCLE NEWS

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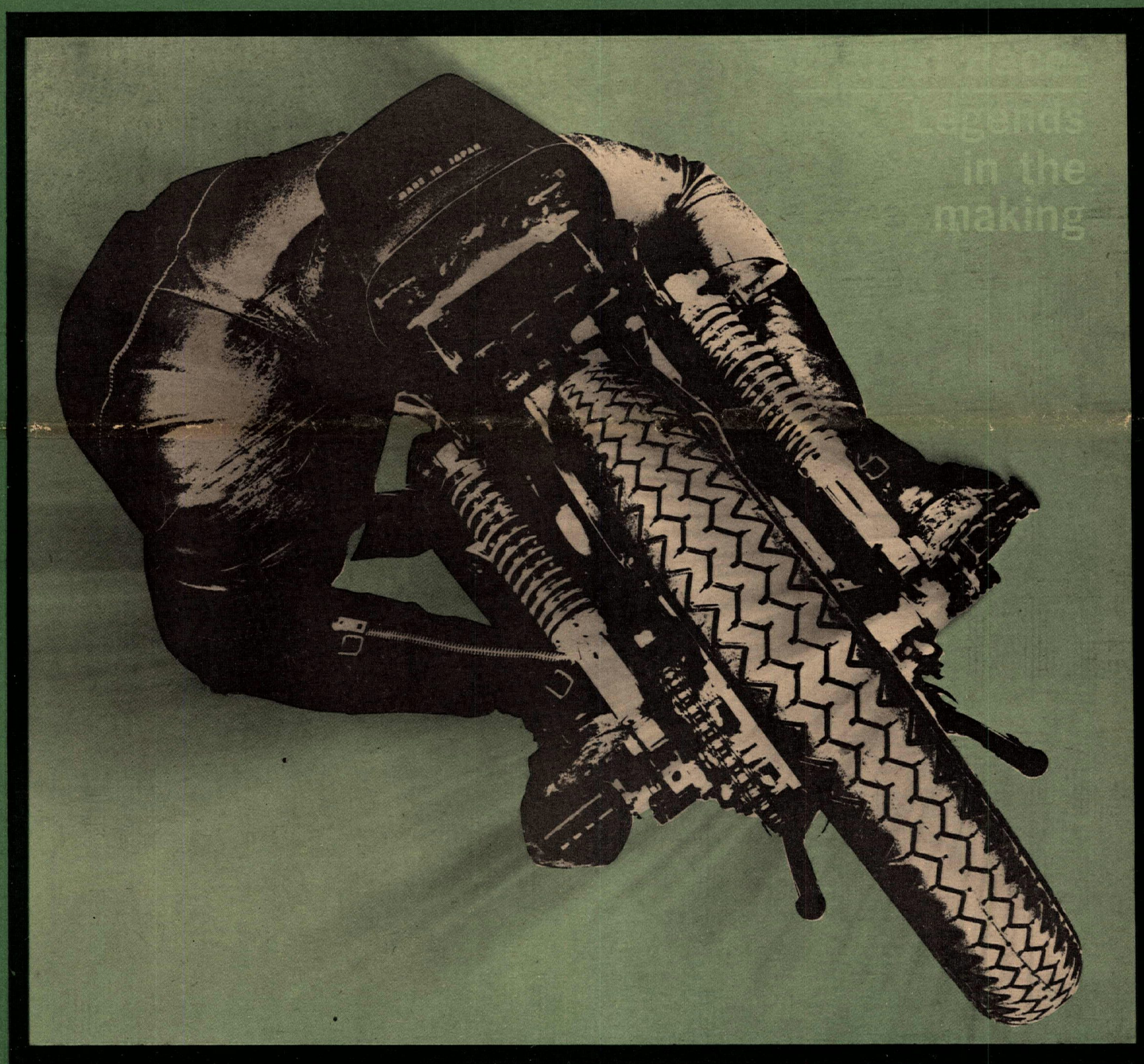


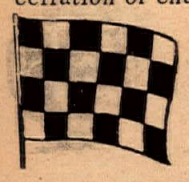
Through lighting techniques and the talents of Dave Gooley and Dennis Greene, this simulated road racing picture of Steve McLaughlin (shot inside a studio) captures all the elements of actual combat, from the runnerup's point of view.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

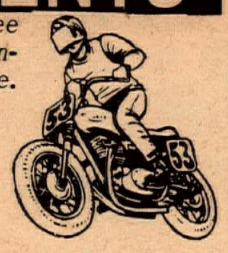
NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



"Let's Go To The Races"



1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Aug. 5 Ascot T.T.
12 San Gabriel T.T.
26 San Gabriel T.T.
Sept. 2 Ascot T.T.
8 Ascot Nov. ½ Mile (Natl. Qual.)
9 Ascot 8 Mile National
23 San Gabriel T.T.
30 San Gabriel T.T.
Oct. 7 Ascot T.T.
28 San Gabriel T.T.
Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Aug. 6 — 110-Mile Road Race, Indianapolis Raceway Park, Ind.
Aug. 13 — 20-Lap TT, Peoria, Ill.
Aug. 18 — Formula C Short Track, Santa Fe Speedway, Hinsdale Illinois.

Sept. 3 — 7-Mile Dirt Track, San Jose, Calif.

Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 — 150-Mile Enduro, Schuyler City, New York.
Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 — 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 — 135-Mile Enduro, Camden, New Jersey.
Oct. 8 — 100-Mile Enduro, Busti, New York.
Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 — Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

Aug. 6 — Sportsman TT, Maltby M.C.
13 Scrambles, Greater Seattle
20 — Kidney Fund Scrambles, Shelton, Wash.
21 — Drag Race (M.C.'s only) Puyallup Drag way.

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

SCHEDULE OF AMA EVENTS FOR WISC., MINN., IOWA, MICH.

Aug. 4 —3 Star ¼ mile, Osage, Iowa. Night.
Aug. 5 —3 Star ½ mile, Rochester, Minn. Night.
Aug. 6 —3 Star ½ mile, St. James, Minn. Day.
Aug. 10 —3 Star 1/3 mile, Sun Prairie, Wisc. Night. Wisc. State Champ.
Aug. 11 —3 Star ½ mile, $100 bonus to Expert winner, Kaukauna, Wisc. Night.
Aug. 12 —3 Star ½ mile, Mason City, Iowa. Night.
Aug. 13 —4 Star ½ mile, $100 bonus to Expert winner, $100 for Minn. State Champ. Day.
Aug. 19 —3 Star ½ mile, New Ulm, Minn. Day.
Aug. 21 —3 Star ½ mile, $100 bonus to Expert winner, Alpena, Mich. Night.
Aug. 27 —3 Star ¼ mile, West Union, Iowa. Day.
(Contact John Miller, 1713 Vahlen St., Madison, Wisc. 53704 for more info. Phone: 244-5847)

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

Aug. 6 T.T. Wabash, Indiana
Aug. 20 ½ mile Converse, Indiana
Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

NOTICE OF CANCELLATION

All races at the Dunes Speedway in Coos Bay, Oregon have been cancelled for this season.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 1¼ miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SCRAMBLES at HAYWARD SPEEDWAY sponsored by Hayward Motorcycle Club A.M.A. sanctioned. No phone entries will be accepted, class "C" tires only, no knobbies. All AMA classes, except women's events, all number plates must be legal size, signup: 4:00 until 6:00 p.m. Practice: 4:30 p.m. to 6:30 p.m. 1st race at 7:30 p.m. for further information call: Mel Selby (415) 783-9922.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8—SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654—9972 or 253—5782 or 695—7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

SATURDAY, AUGUST 5th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

CHAMPIONSHIP ROAD RACES - Combined 250cc and Novice show, AMA sact., promoted by Floyd Clymer at Indianapolis Raceway Park, Indiana.

AMA 40-MILE ROAD RACE for Novices only. Also Midwest Championship Bike Drags, 250cc Amateur-Expert Road Race. Promoted by Floyd Clymer at Indianapolis Raceway Park. (See August 6 Calendar)

MOTORPSYCHO EXPLORER POST 305 presents AMA sanctioned scrambles at Madera Fairgrounds. Signup from 5:30 to 7 p.m. If you can't make it, call 673-3146 before 7 p.m. or mail AMA entry blank with $1.00 to Explorer Post 305, 424 So. A St., Madera, Calif. Practice 6 to 7:30 p.m. Entry fee $1.00 plus admission. Admission $1.00, kids 8 to 13 $.50.

AUGUST 5th and 6th

1st ANNUAL SIERRA TOUR, presented by East Bay Wheels. For information write East Bay Wheels, 2754 Park View Terrace, Oakland, California, 94610.

BAY MARE RACE TRACK will be open to the public this weekend Aug. 5 & 6 for practice only and for the family's enjoyment. The track wishes to extend best wishes to the Ventura Twin Wheelers on their annual event set for this weekend at Oxnard. Races at Bay Mare next week.

SUNDAY, AUGUST 6th

110 MILE NATIONAL CHAMPIONSHIP ROAD RACE - Floyd Clymer promotes it, AMA sanctions it, everybody wants to win it. At Indianapolis Raceway Park, Indiana. Plus 50-mile Amateur race.

HUNGRY HOLLOW SCRAMBLES at Lincoln, Calif. Sponsored by Sierra Cycle Club. Track is back in business again after having won a legal battle over the land. Signup and practice from 9 a.m. to noon. Race begins at noon. New, shaded bleachers. Located one mile east of Lincoln, corner Gold Hill and Hungry Hollow Rd. For further info. ph 916/885-5491.

¼ MILE SHORT TRACK sponsored by Wanderlust Motorcycle Club, Inc. of Pleasant Hills, Calif. Sportsman Races. Antioch Raceway Contra Costa County Fairgrounds. Signup 10 to 12 noon Practice 11 to 12. Race starts at 2 p.m. 200cc and 250cc. $1.50 ride or watch. Take "L" Street turn off.

SCTA ENGLISH TRIALS at the Canyon Crest area of Riverside. Limed from Central Ave. turnoff at Riverside Fwy. in Riverside. Starting time 10:30 a.m., with Master and Expert riders requested to arrive early to help lay out the sections. Refreshments will be available.

2nd ANNUAL DANISH TOUR by Colorama M.C., AMA sanct., RRC point run. Post entry $1.50. Start 8 to 10 a.m. at San Fernando Valley H-D, 16113 Sherman Way, Van Nuys. Route: 125 miles of scenic paved hiway, through the Danish community of Solvang. Finish closes at 2:30 p.m., free meal served. Trophies, gift certificates and prizes galore.

DEADMAN'S POINT EUROPEAN Scrambles, presented by Desert Challengers. $3.00 entry, no affiliation required. Pie plates o.k. 3 seperate one hour races. 10 a.m. All trail bikes. Large trophies, excellent campgrounds and picnic area. Course revised every month 11:15 a.m. All small bikes, 12:30 all big Bikes. Turn off Hwy 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

TT SCRAMBLES presented by Ventura Twin Wheelers. AMA sact. event will be held at northwest corner of Victoria Ave. & Channel Islands Blvd., Oxnard, Calif. Beautiful trophies. 0-200cc signup closes 9:30 a.m., race 10 am, 250cc-open signup closes noon, race 12:30 pm. Sidehacks welcome. Two rides guaranteed. Big bike Amateurs and Experts (250cc and up) will run first in the afternoon, Novices later. Race will be held on a new Ascot-type track, approx. 1/2 mile.

SCTA ENGLISH TRIALS at Frazier Park Near Gorman, Calif. Big F[illegible] and Sat. night campout in one [illegible] ampsites of the area. St[illegible] [illegible]30 a.m. Come and hea[illegible] [illegible]ly Jack Ward sing some [illegible]rite songs, taste a few of Jim Ca[illegible]on's hibachi hot dogs, and blow your mind.

RESCHEDULED — WATCH FOR NEW DATE SOON

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free Classes from 100 to 650cc.

SCRAMBLES at Salinas Valley Fairgrounds King City, Calif. New, Hard, fast track. Presented by Wheelers M.C. Practice closes at 11 a.m., signup at 11:30 a.m. Race at noon. $1.50 to ride, $2.50 to watch. No women's classes, adequate parking.

EUROPEAN SCRAMBLES, sponsored by the Los Ancianos M.C. at Encinata, Calif. Limed from Interstate 5 (101) and San Marcos Rd. Practice until rider's meeting at 9:45 a.m. First race at 20 a.m. 4-mile "interesting" course. Entry fee $3.00, AMA P.K. Please no camping! There is a slight possibility of dust, so don't forget your goggles!

SCRAMBLES SCHOOL at Perris California. Bring your bike, leathers, helmet, and $10.00 tuition. America's finest scrambles racers (Jim Hunter, John Rice and Monte Darling) will show you how it's done. Learn how to be "one up" on your fellow competitors by attending. Track opens at 8 a.m., instruction begins at 10. For further information phone (213) 785-2421.

CLASS C TT at Dehesa Speedway. Practice at 10 a.m., race will start at noon. Go out Hwy. 80 to Harbison Canyon Rd. and follow signs.

SATURDAY, AUGUST 12th

CLASS C HALF-MILE at Tulare County Fairgrounds, the [illegible]est track in the west. AMA sa[illegible] [illegible]urse two star or 40% gate. Racing [illegible]s at 8 p.m.

CANCELLED

AUGUST 12th and 13th

4th ANNUAL BANNER GRADE RUN, presented by the Artesia Pioneers. Located at Julian Park, Calif. east of Escondido and West of Indio on Hwy. 78. Mail $.75 entry to 11814 East 223rd St., Hawaiian Gardens, Cal. Post entry $1.00. Finish deadline 1 p.m.

JC AGAJANIAN PRESENTS

T. T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH
PRACTICE 7p.m RACES START 8:15 p.m.

FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START
★ ★ ★ ★ ★
At Ascot Park 183rd & Vermont — Off Harbor Freeway

SUNDAY, AUGUST 13th

BENEFIT RUN - by the Highway Kings for Rancho San Antonio Boys Town. Will incl. "motorcycle blessing." Scenic highway ride, AMA sanct. Donation $1.50. Starts 8 a.m. to 9:30 a.m. at Santa Monica H-D, 12418 Santa Monica Blvd., Los Angeles Deadline 2:30 p.m.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Novices, Am and Experts, will run for 40% of the gate. AMA sanct. Race begins at 6 pm, Adm $2.00 adult.

JACK-ASS ENDURO RELAY AT RIVERSIDE sponsored by Hi-Jinx Family Motorcycle Club. Three hours in length over a challenging course. 125cc limit per bike. 225cc top per entry. Two riders on two bikes, two riders on one bike, etc. Riders meeting at 9:30 a.m. Pre-entry at Jenkins Sport Center in Norwalk $2.50 per person, at post $3.00. Take Riverside Freeway to Central Ave. in Riverside, go east and follow the lime from the freeway.

AMA SANCTIONED Scrambles at Fremont, Calif. Loczted next to drag strip on Dur ham Rd., off Nimitz. Presented by Fames M.C. Signup and practice 9 a.m. to 11 a.m. All Dist. 36 classes, except women. Class C traction. Tech inspection at gate. $1.50 ride or watch. Events start at 12:30 p.m.

SATURDAY, AUGUST 19th

50-MILER SCRAMBLES by Sage Hoppers M.C. at Encinatas. Limed from Interstate #5 (101) and San Marcos Rd. Practice 10 a.m. First race 11 a.m. for 100cc—all classes, including Experts. Second race 1 p.m. for Experts of all displacements except 100cc. Third race 3 p.m. for Novices of all displacements except 100cc. Ambulance, heads, lunchwagon. $3.00 entry fee, no admittance charge. For information call (714) 753-2907.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SIMI VALLEY M.C. goes to Elsinore for a TT Scrambles. AMA sanctioned, Dist. 37 points. Small bore at 8 a.m., big bore at 12 p.m. Trophies will be presented at the race.

SUNDAY, AUGUST 20th

DESERT CHALLENGERS present European Scrambles at Deadman's Point. Seven separate one hour races for machines ranging from trail bikes to open. First race at 8 a.m. Genuine AMA point run. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

RAINBOWS FIFTH ANNUAL POKER RUN. Start 8 to 9:30 a.m. at Long Beach Harley-Davidson, 3654 Long Beach Blvd. Donation $1.50. Approx. 120 miles. Coffee and doughnuts at start.

AMA SPORTSMEN ROAD RACING at Carlsbad Raceway. Sponsored by Playboys M.C. Races for classes of Grand Prix machines plus a production class for street lightweights. Pit gate opens at 9 a.m., closes at 11:30 a.m. Race 1:30.

SATURDAY, AUGUST 26th

HALF-MILE RACING at Tulare County Fairgrounds. See rooster tails for the entire length of the straightaway. Exciting show starts at 8 pm, Purse two star or 40% gate.

SUNDAY, AUGUST 27th

STEEPLECHASE TT at Capitol Speedway in West Sacramento, No. An, & Ex. will run for 40% of the gate. AMA. Race at 6 pm.

ACA MOTO CROSS brand new track located at Forst Ranch on Hwy. 99 approximately 1½ miles north of the Los Angeles Honor Farm on the west side of the Hwy. going toward Bakersfield. European type moto cross, grandstands, concessions & toilet facilities will be available. Admission: $1.50, riders entry $3.00. Riders medical insurance provided as well as ambulance service. Practice 10:00, first event 12:30. All classes 100cc thru open.

THURSDAY, AUGUST 31st

SHORT TRACK – J.C. Agajanian promotes, AMA sanct. at Antelope Valley Fairgrounds, Lancaster, Calif. $600. purse. Pits open 5 p.m., time trials 6 p.m., Races start 8 p.m.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

PACIFIC SOUTHWEST CHAMPIONSHIP Hare & Hound by Victors MC which ran April 9 will be shown on ABC "Wide World of Sports" at 5:00 p.m. (Channel 7). Be sure and watch, especially if you were one of the 801 entries.

SUNDAY, SEPTEMBER 3rd

7 MILE AMA NATIONAL CHAMPIONSHIP at Santa Clara County Fairgrounds in San Jose, Calif. Amateurs and Experts only on the half-mile. Pit gates open at 8 a.m. Practice at 9 a.m. Time Trials at 11:30 a.m. First race at 2:30 p.m. Barkheimer-Murrell promoters.

SEPTEMBER 3rd & 4th

2nd ANNUAL 24-HOUR ENDURO at Thornton, Colorado. Presented by The Wheels Inc., trophies for all classes plus 50% of the gate to winners. Only event of its kind in U.S. Pre-registration required, only 100 bikes accepted, must have lighting epqt. Entries close Aug. 20. Two riders, one machine, 2-hour turns. Entry fee $10 per rider. Contact J.C. Norton, 9461 Lillian ln., Thornton, Colo. 80229, phone 287-4583.

SATURDAY, SEPTEMBER 9th

8-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE, Ascot Park, 183rd & Vermont, Gardena, Calif.

SUNDAY, SEPTEMBER 10th

CALIF. STATE CHAMPIONSHIP HARE & HOUND sponsored by Shamrock M.C. Starts 10:00 a.m. All cheater will be discriminate against! $4.25 entry fee. Trail bikes ride first loop. Limed from turn-off Red Rock Canyon, 17 miles North of Mojave, California.

SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, SEPTEMBER 17th

ACA ROAD RACE RIVERSIDE INTERNATIONAL RACEWAY. All classes, G.P. and production, pit gates open at 8:30 a.m.

SEPTEMBER 21st – 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SATURDAY, OCTOBER 1st

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, OCTOBER 15th

LAST CHANCE to see half-mile professional racing at Tulare County Fairgorounds before the seas on ends. Racing begins at 2:30 pm. Money paid to riders to the tune of 40%.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. $100.00 post entry fee. All classes. Start position determined by postmark. Limited number. Watch Cycle News for entry address and further details.

FRIDAY, DECEMBER 15, 1967

PRIZE PRESENTATION — to winners of Cycle News' annual Machine of Your Dreams contest. Grand Prize and First Prize winner will be notified earlier and will be on hand to accept their "Dream Machines." At Cycle News office, 6477 N. Long Beach Blvd. 7 p.m.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967— Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968— We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!

YOU'LL ALWAYS SEE IT FIRST IN CYCLE NEWS

2,200 MILES ON 2 WHEELS IN TWO WEEKS

by Robert O. Fee

1st Day 306 Miles

The alarm didn't sound for long. Both my wife and I had been anticipating the early morning ring that signified the start of our vacation which was to cover 2200 miles on 2 wheels in 2 weeks and not cross a state line.

Traveling Light

Our 1959 Harley-Davidson twin was all packed and the tanks topped — ready to go. We were traveling light this trip. On a previous tour through Mexico, the same Harley was loaded to weigh 1,452 lbs. Today it barely made 1160 with 2 suitcases, sleeping bags, 2 ditty bags, a thermos bag, lantern, 2 burner campstove and our leather coats packed in a large luggage box. The right saddlebag was filled with it's usual complement of tools, flares, two rope and oil. The left bag was reserved for my wife's purse, rain gear and helmet storage.

The moon was shining as we pulled out of our Pomona (Calif.) driveway at 3:10 a.m. Lightning played over dark clouds moving in from the south. It was one of those Sou'westers, not to common in California and which almost always slip in while the weatherman is looking north. Such was this unforecast storm, but I figured that if I beat it to Los Angeles, we would outrun it going north.

Those Are Chickens!

Might have — but for a slight delay on Kellog Hill. Our vacation almost came to an abrupt sprawling halt except that an alert Patrolman flagged us down to a near stop. His car was one of five, crushed and blocking three of the four lanes of freeway. Thanks to him I was in low gear when we crossed into some white stuff and immediately started to skid in what felt like pure grease. The horrible stink was a great incentive to keep control and stay upright. I concluded that a cess pool pump truck had spilled it's load. "No so," said Fay, my wife, "those are chickens!" So they were — we rode over a mile in chicken entrails and spoiled carcasses.

Rain and the Los Angeles City limits came simultaneously. We left the freeway and sought shelter at a service station until the fast moving shower slacked. Riding on, the San Fernando Valley was behind us when we caught it again. This time there were no places to pull off or even turn around, so we putted on and let the trucks pass. By the time we reached Castaic Junction, our mouths tasted like old rubber tires and there was four inches of water in our boots. When dawn came, the clouds broke and the sun helped dry us out before we hit the road again.

It was warm and muggy in Bakersfield when we stopped to buy some rain gear. Returning to Highway 99 we rode north to Visalia where we purchased the makings for our evening meal.

Onward We Press

Riding east from Visalia on State Route 198, we passed through another shower, out of the citrus groves and followed the Kaweah River up into the Sierra Mountains and the Sequoia National Park. We rode around the scenic loop, stopping for such sights as the auto log, tunnel tree, crescent meadow and made the long climb up Moro Rock for a fantastic view of the High Sierras and the Great Western Divide.

About four miles on into the park we arrived at the upper campground of Lodgepole Meadows just twelve hours after we left Pomona. Fay and I strolled around the campground and along the river before whe prepared our meal. About 50 feet from our riverside campsite was the grocery. While inside, mailing post cards, a sudden shower literally soaked the area and large puddles of water stood in the middle of our sleeping bags. The only thing that saved us from a very uncomfortable night was the long plastic bags a friend had given us to protect our sleeping bags and the "planned" proximity of the Lodgepole Market. Five minutes after they closed, we had our bags stretched out on the covered porch and had a good night's sleep while the rain poured.

2nd Day 163 miles

On the road between Giant Forest and Grant Grove in Kings Canyon National Park, it rained. At one point it rained so hard that I couldn't see where I was going nor where I could stop. We rode the white line and prayed that anyone behind us could see our tail lights. A short distance further on as we passed through Beartrap Meadows, the clouds broke and the sun favored us for a while.

At Grant Grove, the Ranger advised us that it was raining heavily in Kings Canyon, so after coffee we headed west on Highway 180 to Fresno. We were seriously considering adding a tent to our gear. After three hours of shopping surplus, sporting and discount stores, we found one model of a suitable size at what I thought was a reasonable price — naturally it wasn't in stock.

Precarious Road

We enjoyed a short visit with the Mathews at the Fresno Harley-Davidson shop while their mechanic made a repair to the kick stand. A telephone check with the weatherman assured us that the heavy rains were all over, so we headed out of Fresno for Shaver Lake, managing to get lost in the Clovis area.

Backtracking, I found where State Route 168 turned north and this time we did too. From Toll House, the road assumes an angle that seems pretty close to straight up and it clings rather precariously to the side of the mountain.

By this time, the sun had set and we could see the lights of small villages dotting the valley, 2000 feet below us. At some points we could see the vast Fresno complex sprawled out in the San Joaquin Valley. It looked like a carpet of jewels.

At Shaver Lake (5500') we took a room at the Outpost Motel. After refreshing ourselves with a shower, I set up the stove and Fay fixed our meal.

3rd Day 153 miles

Friday dawned brisk and cloudless. Shortly after sunrise, we loaded the box and pulled out. The twin exhaust of the big twin purred a rhythm of pure joy as we followed the twisting road up through the pines to Huntington Lake at the 6900 foot level.

Bass Lake is where the Hell's Angels periodically pull some shenanigans and we halfway expected some dirty looks when we stopped for coffee. Such was not the case however. Both the waitress and the service station attendant were very friendly.

At Yosemite Forks, we turned north on Highway 41 and did some serious traveling as the traffic would let us. There was no scarcity of fools on this road, so I didn't have any opportunity to rubberneck the scenery.

Our next stop was Chingapin for a fast fueling. Naturally we left Chingapin right behind an elderly couple from Iowa. On that road any sane driver stays behind whoever is ahead of him. Finally at Pergay Meadows, after eight miles of second gear climbing, he let us by and we made some reasonable time to Glacier Point arringing at 7:30 p.m.

The campground was full, but we found a sleeping spot that was only 15° on the bias. We promptly claimed it by offloading the bags and then hightailed it over to the hotel cafeteria in order to eat before it closed.

Fire Over The Side

After dinner we walked over to the firefall site. They built the fire at three that afternoon and by this time it was little more than a giant heap of red hot coals. We stood with about two hundred others and listened to the fireman talk about the tradition of the firefall. When he finished, he opened a little iron gate and stepped out on a rock point, put his hands to his mouth as a megaphone and called Camp Curry, 3000 feet straight down. Using deep breaths and long vowels, his first call, "H-e-e-l-l-o-o-o-o C-a-a-m-m-m-m-p C-u-u-u-r-r-r-y-e-e." took him about 30 seconds to complete. Camp Curry answers and the two fellows shout back and forth without any bull horns or other aids, ascertaining if the fire is ready to fall. Of course it better be, for this show has been scheduled for 9 p.m. for the last 50 years. Anyhow, this repartee ends with Camp Curry shouting to Glacier, "Let the fire fall."

One just doesn't pop this heap of coals over the cliff with one mighty lunge and then head for bed. The embers, having little weight, actually float down the side of the mountain creating a waterfall effect. The fireman has to meter those embers very carefully to achieve and extend the waterfall effect.

Returning to the hotel, we found that the firefall signaled the end of all activities on the point. The fragrant smell of wood smoke from a thousand fires on the valley floor wafted around us. We were alone, but the noise of people and nature was all about us; voices from a second story balcony, the irregular hunt and pecking of the clerk's typewriter and the muted roar of Vernal Falls just across the canyon. While we sat, entranced by all of this, the moon rose over Half Dome.

(Continued next week)

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Business Manager. . Sharon Clayton
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Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California. Second Class postage paid at Long Beach, Calif.

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Editorial stories, cartoon, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters. Addressed, stamped envelope assures return.

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Subscription: One year 2nd class Mail $7.50
One Year First Class Mail. . $14.00
(Subscribers please allow three weeks for address change.)
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BY CHUCK CLAYTON

GRAND RIDER TRAINING PROGRAM LAUNCHED

Think of baseball and Boy Scouts and mother's apple pie. What do you get? America. That's right!

Now add motorbikes, friendly policemen, the Auto Club and ministers of the church and what do you have? More America.

Top it off with a solemnizing visit from Britian's chief dignitary in the U.S., the Ambassador Sir Patrick Dean and you have a production the likes of which could only happen in California!

The occasion for all the hoopla last Tuesday was the announcement of a joint venture in motorcycle safety undertaken by the Los Angeles Police Dept., the Boy Scouts of America, the Automobile Club of Southern California and BSA Motorcycles-Western.

As the press and dignitaries learned at the Los Angeles Police Academy, the venture is a pilot program to develop a "comprehensive classroom and behind-the-handlebar instruction course for motorcycle riders."

There have been other pioneer efforts recently aimed at teaching people

England's Ambassador to the U.S. Sir Patrick Dean, left, shakes hands with an American while two embassy officials and BSA-Jomo General Manager E. W. Pete Colman, right, greet Trinidadian Girl Scout at reception Tuesday prior to the safety training announcement reported on this page.

how to ride cycles right, but none so ambitious or highly endorsed as this one. L.A. Police Chief Thomas Reddin gives it his support as well as Mayor Yorty of Los Angeles. Certainly the need for an approved course of instruction and testing has never been so great. It is hoped that by the time Calif. passes special license requirements for motorcycle riders, the program will be complete to guide government and private enterprise in setting up similar programs all over the state.

Robert J. Cheney, Manager of the Auto Club's Public Safety Dept., said the need for the course is apparent when "70% of the motorcycle accidents involve a rider who is on a borrowed machine and a high percentage of the motorcycle traffic deaths involve a person in his first seven weeks of riding."

"Currently basic instructional programs or courses available to motorcyclists are generally lacking and as a result many accidents are caused from both lack of proper training and riding ability.

"Our pilot program is being structured to provide a basic course of instruction for novice motorcycle riders and when completed will be available for organizations or groups interested in establishing courses of this type." The Auto Club Manager said.

The honor of being the first class in the new program goes to 14 members of the La Mirada Boy Scout Explorer Post 981-X. Before the start of the project 12 of the boys had never been on a motorcycle before and two had ridden only a few times.

LOS ANGELES POLICE CHIEF Thomas Reddin (Center, hand extended) and Industry Executive E. W. Colman (to Reddin's right) offer congratulations to Explorer Scouts trained by police officers Ed Fitzgerald and Les Lillywhite. BSA-riding (Birmingham Small Arms) BSA's (Boy Scouts of America) will earn motorcycle merit badges and possibly in future train other riders. Not pictured is BSA-Western Executive Joe Hope, who did much to advance the project. prefers to remain on sidelines.

Cops Will Teach

At the initial meeting the boys and their parents heard the project outlined to them by representatives of the sponsoring organizations and their two instructors, Motor Officers Les Lillywhite and Ed Fitsgerald of the Los Angeles Police Department. The officers have undertaken the project as an off-duty activity.

The entire course has been divided into four phases for the pilot program. The first is classroom work where the basic rules of safe driving are explained. This includes a review of basic traffic laws and discussions on defensive driving techniques.

Classroom work was held in a meeting room in the La Mirada First Methodist Church, 15700 East Rosecrans Boulevard, La Mirada.

CONTROL – Then Traffic

Phase two calls for familiarization with the motorcycle, explanation of the basic controls and discussions of their functions and use.

The actual first ride on a motorcycle is received in phase three. The first few rides on a motorcycle are controlled and designed to only allow the rider to familiarize himself with the operation of the clutch and brake. When the instructor is convinced that the rider is completely familiar with the basic operation, the boys begin instruction on the skills they will need in traffic. The students will then be allowed to move into the actual daily traffic flow on the highways.

The project has been underway since June 10. Since that time the class has been meeting every Saturday morning for three-hour sessions.

Cheney pointed out that the popularity of motorcycles has been increasing in an extremely fast rate and due to the lack of rider training the accident rate for motorcycles is high.

An example of the motorcycle's popularity can be seen in comparing the 1960 California registration figures with the 1966 motorcycle population. In 1960 only 75,590 motorcycles were registered while in 1966 -- 310,072 were registered, an increase in six years of more than 300%.

THE CONTINUING STORY OF HELMET LEGISLATION – AB 978 MEETS THE SENATE FINANCE COMMITTEE

by Barbara Dahms

AB 978, the Motorcycle Danger Bill, met its third and possibly final test in the Senate before the Finance Committee on July 24th. The Bill was presented by its author, Francis Foran, who outlined its provisions and concluded with a carefully worded statement that were the Bill not passed the Federal government would withdraw 35 millions in highway money.

Chairman George Miller spoke.... "Who's going to do what with what?"

Assemblyman Foran patiently explained that if the bill were not passed we would lose all this highway money.

"Let them go hang," Senator Miller replied. "Let them take their money and go elsewhere."

Assemblyman Foran read his statistics, which happened to be gathered from remote corners of Europe and Australia and projected from New York State in 1962 and which indicated that the motorcycle was indeed a killer machine. He then carefully eliminated golf carts and tote gotes and assured everyone that even though the bill reads "anytime a motorcycle is in operation" it didn't really mean it, only on the public highways, and maybe city streets, and possibly alleyways. It was never quite clear, but we were assured that elsewhere in the vehicle code there were such limitations. He produced his witnesses who said the same things he had said.

Testimony Begins

At that point the opposition was called for and several of us prepared to testify. Senator Stiern of Bakersfield read a telegram from hundreds of riders in the Mojave Desert protesting the bill and reaffirming their right to be master of their own heads. Paul McCrillan of the Motorcycle and Motor Scooter Trade Association in Columbus, Ohio testified against the requirement of an automobile operators' license prior to the issuance of a motorcycle operators' license and presented an amendment to make the licensing procedure equal. The Senators perused the amendment and Chm. Miller called for a vote on the amendments.

Senator Stiern said, "Why vote on the amendments when we don't want the bill?"

The bill was voted out three different ways. First to table it, which got a preponderance of aye votes. Then the amendments were voted, which got mostly nay votes. And finally Chm. Miller said, "I see only one way to handle this. Vote the bill out "do pass". Senator Way, of Exeter, who opposed the bill, made the motion. The vote was a voice vote and the bill appeared to receive only two affirmative votes. A quorum was present although some supporters of the bill were not. Unless Assemblyman Foran uses some of the more unusual techniques to acquire a reconsideration, the bill is dead for this session.

The Big Question

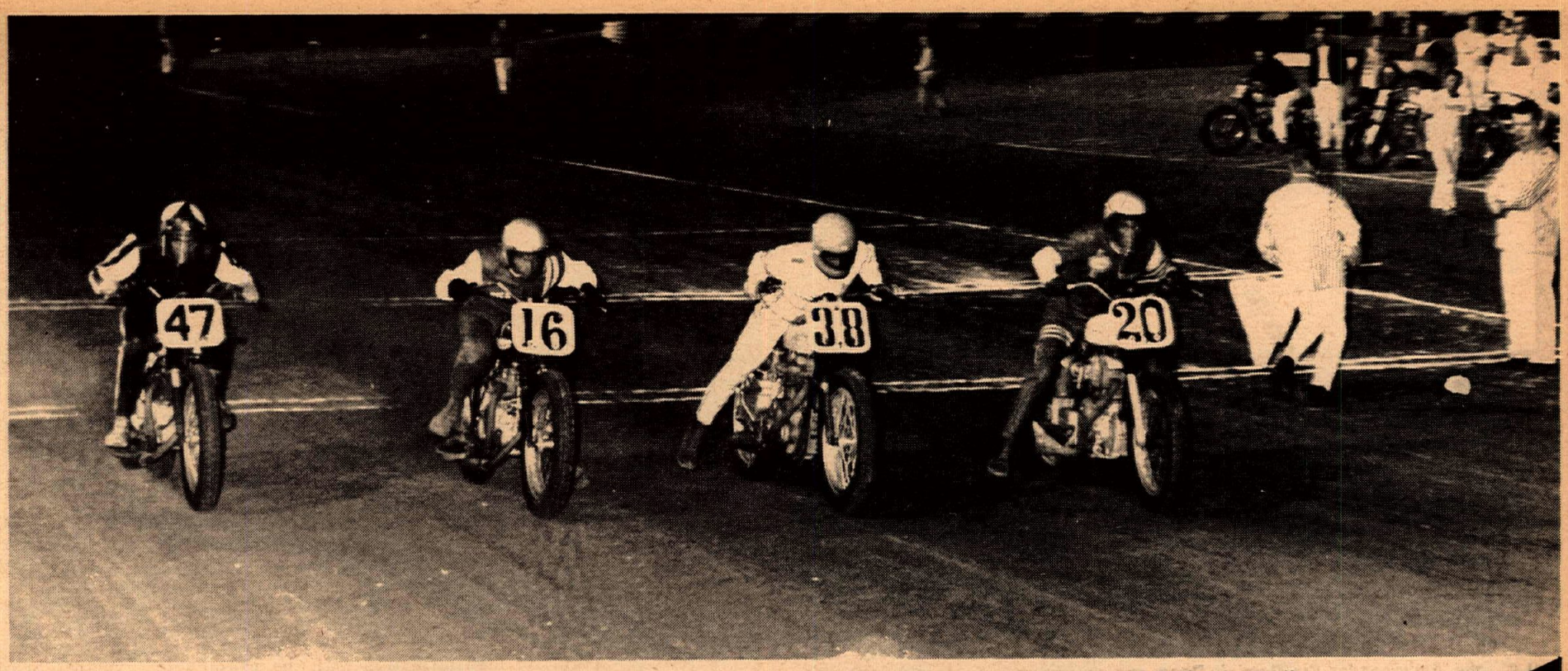
There is considerable question whether the 35 million is a sure loss. The federal bill indicates that the states do not enact comparable legislation up to 10% of their share of the interstate fund (from the 4% gasoline tax) may be withheld. It is also not certain that AB 978 would qualify as comparable legislation as the federal bill calls for annual inspection of both autos and motorcycles. This provision would absorb more than 35 million and therefore was omitted. The apparel measure which put the burden on the rider was obviously the easier area in which to comply.

If this bill does indeed stay dead California will be the first state to reject such legislation. Not every state has passed it yet, but no others have killed it. Some have modified the helmet portion to apply only to minors, which seems also to be vaguely discriminating.

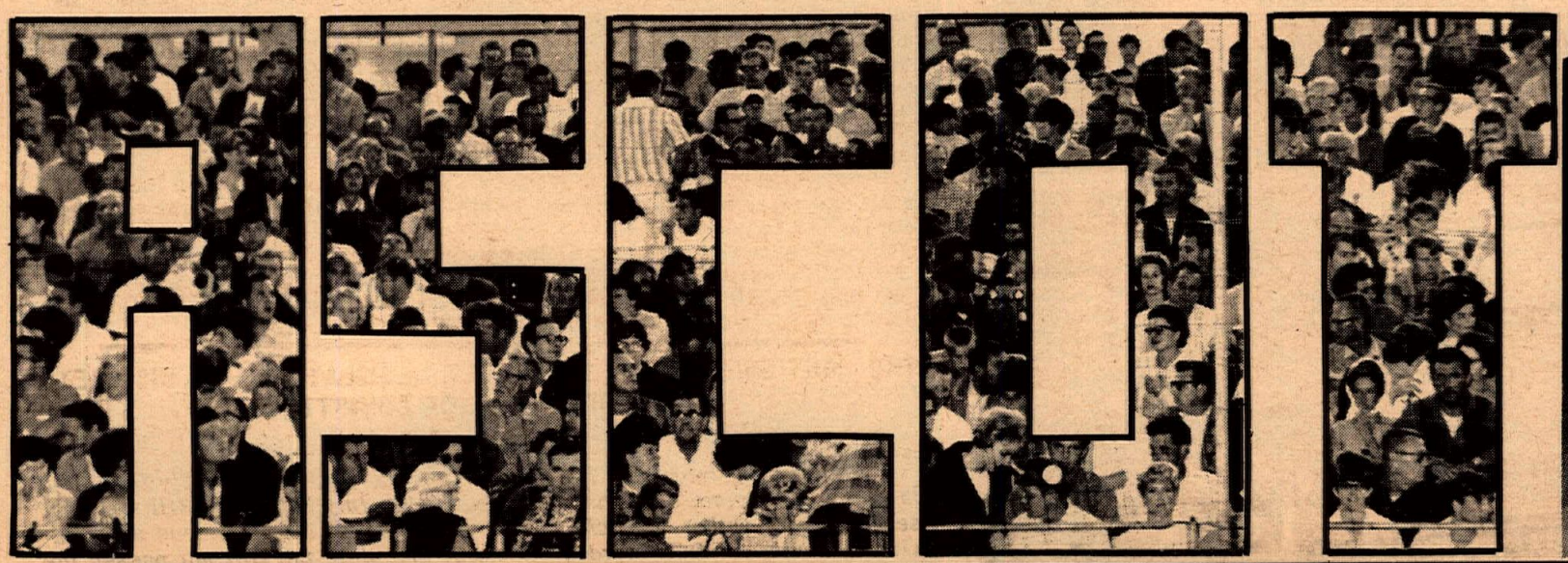
The opinion division on this issue has crossed all manner of lines. Some manufacturers have favored the legislation ... "to protect our customers". Others have opposed it, knowing it will take much of the joy out of bike riding and therefore hurt sales. The Dept. of Highways and the CHP favored it. The Hells Angels and most individual bike riders opposed it, others favored it for reasons not quite clear...possibly just because they hate motorcycles. Everyone was concerned over the 35 million.

One fact remains. The initial appearance of the Hells Angels in opposition to 978 sparked the protest. The bill sailed through the Assembly 74-0 and was going through the Sen-

(Continued on page 18)

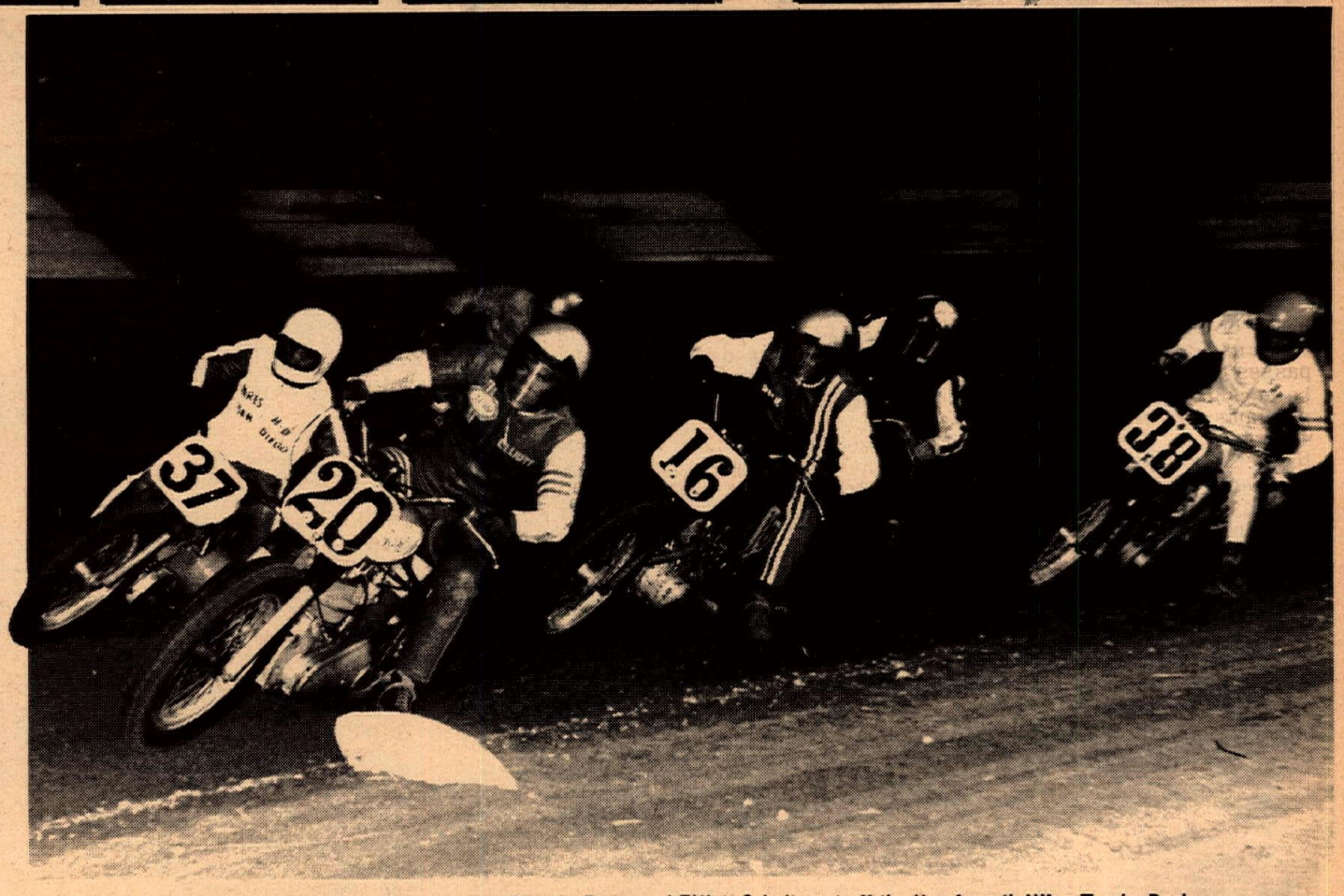


Into the first turn go the Ascot Experts, led by upset winner Elliott Schultz (20r), Mel Lacher (37), Dick Hammer (16) and Pat Gosch (47) all eventually gave way to Blackie Bruce (38x) for second.



Say, isn't that Randy?

Collecting his just desserts-Trophy Dash victor Blackie Bruce.



From left, Pat Gosch, Dick Hammer, Blackie Bruce and Elliott Schultz get off the line for a thrilling Trophy Dash.

LOVING IN & FALLING OUT AT ASCOT

Last Friday was one of the biggest nights ever on the half mile — and one of the roughest on the point leaders.

Three straight upsets were scored in the expert heat races. Blackie Bruce scored a most impressive heat race win over Pat Gosch, Sammy Tanner and Point leader, Mel Lacher.

It was even a bigger surprise in the second heat race. Bruce Holland and Ralph White held a "Love-In" for five laps with Dan Haaby trying to pass both for the win. Immediately after the event, Holland and White had what is best called a, "Falling Out."

The third and final heat race saw Chuck Jones hitting the dirt early and Elliott Schultz coming up late to pass and defeat Dick Hammer for the fastest heat race win of the night.

It was a new face-race in the trophy dash with Bruce scoring a nipper over Schultz with Gosch running in third and Hammer taking fourth.

The Semi-Main took on the look of a main event with Dan Haaby holding off repeated bids by Shorty Seabourne for the win. Sammy Tanner did not get inside the first four places at any time during the race and failed to make the main event. Tanner had been the main event winner the last two time previous to last Friday night.

One of the best Ding-Dong battles ever run took place in the main event. Schultz led the first lap, Lacher came from the back row to lead the second lap. Lacher also led the next three laps by a matter of a few feet.

Then it was Schultz back in front on laps six and seven. Lacher was in front by inches at the end of eight. Schultz was the leader at the end of nine laps. At the end of ten laps Schultz, Lacher and Bruce crossed the line nearly three abreast. Then Bruce moved to second as Lacher started to fade and Haaby picked up steam.

CONTINUED PAGE 21

SACRAMENTO TRACKERS

Story and photo by Dale Mckinnon

A NIGHT FOR THE FENCE

Almost every lap someone hit the fence; sometimes they went down, other times they held on. The most noticeable of the fence brigade was Paul Minor; I don't think he missed it more than once the whole night. Paul had the lead in the Main but smacked the wall and lost it to James Childress. Several laps later he hit it again and took Kenny Roberts with him; it just wasn't his night.

On the other hand James, fresh from his impressive wins at Lodi Friday, won his heat and the Main. This is about his fifth or sixth straight win in a row. He rides for Cordova Cycle Sales in Rancho Cordova, Calif. on a 100cc Bridgestone — another up and coming rider from the North.

Mounted on a 125cc Bultaco, James Peck (116k) moves to the outside, cranks it on, and prepares to pass Dave Klein (79n) for the Sacramento Trackers 200 Amateur-Expert win.

An added highlight came in the 175 Novice heat. It seems Dave Jensen had some insight on Milan Vickey in that he tried to put him out of commission before the race. On the way to the starting line he swerved over and got hung up on Milan's bike, knocking off the air cleaner and damaging the throttle. Several other heats were run while Milan fixed his bike, then bounced back to win both heat and Main very impressively.

Ups and Downs

There were a lot of ups and downs in the 200 class. John Martin started off in the lead only to go down. Tom Booth took over, then Dan Toby relieved him of it, but promptly fell off himself.

In the Main James Peck led from start to finish on a 125 Bultaco. George Carter and Tom Booth were having a go for third and guess what? Carter went down. In the meantime, Steve Norberg was kissing the fence almost every lap. Most of the races were like this which made for a very enjoyable evening, wondering if he would or wouldn't.

The 250 Am-Ex. Heat and Main were about the same. Gerald Henderson grabbed the lead both times. From far back Carl Cranke would come charging up. In the heat he rode several laps peg to peg with Henderson before taking the lead. In the Main it was the same. With a little more practice Henderson might beat Cranke; he was sure doing some spectacular riding. He seems to be as fast as Cranke but not as smooth ...yet.

Girls Go Good

Alice Grant gave her best performance so far by giving Debbie a real good go in the Main. Debbie usually takes the lead right off but Alice wouldn't let her this time and made her work for her win. She took a slim lead on the last turn of the last lap and beat Alice by a wheel.

Sparky as usual gave his colorful broadsliding performance, although hitting the fence he did take a second in the heat, but fell in the Main. Earl Grant led in the Heat and Main but he lost it — to Tom Christensen in the heat, then in the Main Ron Long came up and took it away from him. Christensen made his move, got tangled up with another rider, passed him and went to work on Earl. He and Earl rode side by side for a while, then Tom moved into second. It was a real good go.

The Trackers seem to have a more interesting show every time they have a race. It's worth a trip to catch one of their events — and they run every other Saturday night.

(Results on page 16)

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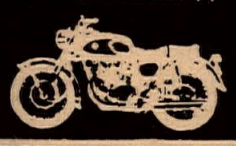
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★ ★ LODI CYCLE BOWL ★ ★

Story & Photos by Dale McKinnon

Lodi was loaded as usual with riders as well as spectators. They weren't disappointed as the 200 plus riders put on a real exciting show.

Some of the riders tried to widen the turns by plowing up the bank along the straightaway to no avail.

Carl Cranke from Orangevalle on a 500 Triumph for the first time, got a bad start in the heat and had to come from back of the pack to take the lead from Fred Sumpall. Carl held it for a while then Jim Rice came up to do battle. Carl held him off for a while but Jim was too much for him. Carl came in second riding the 500 like it was a 250, broad sliding turns all the way.

Fred took the lead in the main and held it to the end. Bruce Anderson stayed in there close while Bill Jamison hit the bank bounced off and flew straight off the seat about a foot, maintaining control and stayed in there for second.

The 350 Main saw (82q) grab a quick lead only to fall down and Jimmie Richardson took over from there and had his hands full with Charles Dunbar. He rode side by side and would just about get him in the turns, after many attempts he fell back. Mike Sebert came up to give Jim a run for first place. Pushing Jim hard, he finally passed Jimmie to take the win.

James Childress kept up his winning ways, on his first night out as an expert in the 100cc class until he lost out to Bill Sargenti, who by the way turned expert tonight also. In the Main James came from about fifth place into third in one move. He stayed there a lap or two then moved into first for the win. Bill was having his hands full with Bob Knudsen making it difficult to give James his full attention.

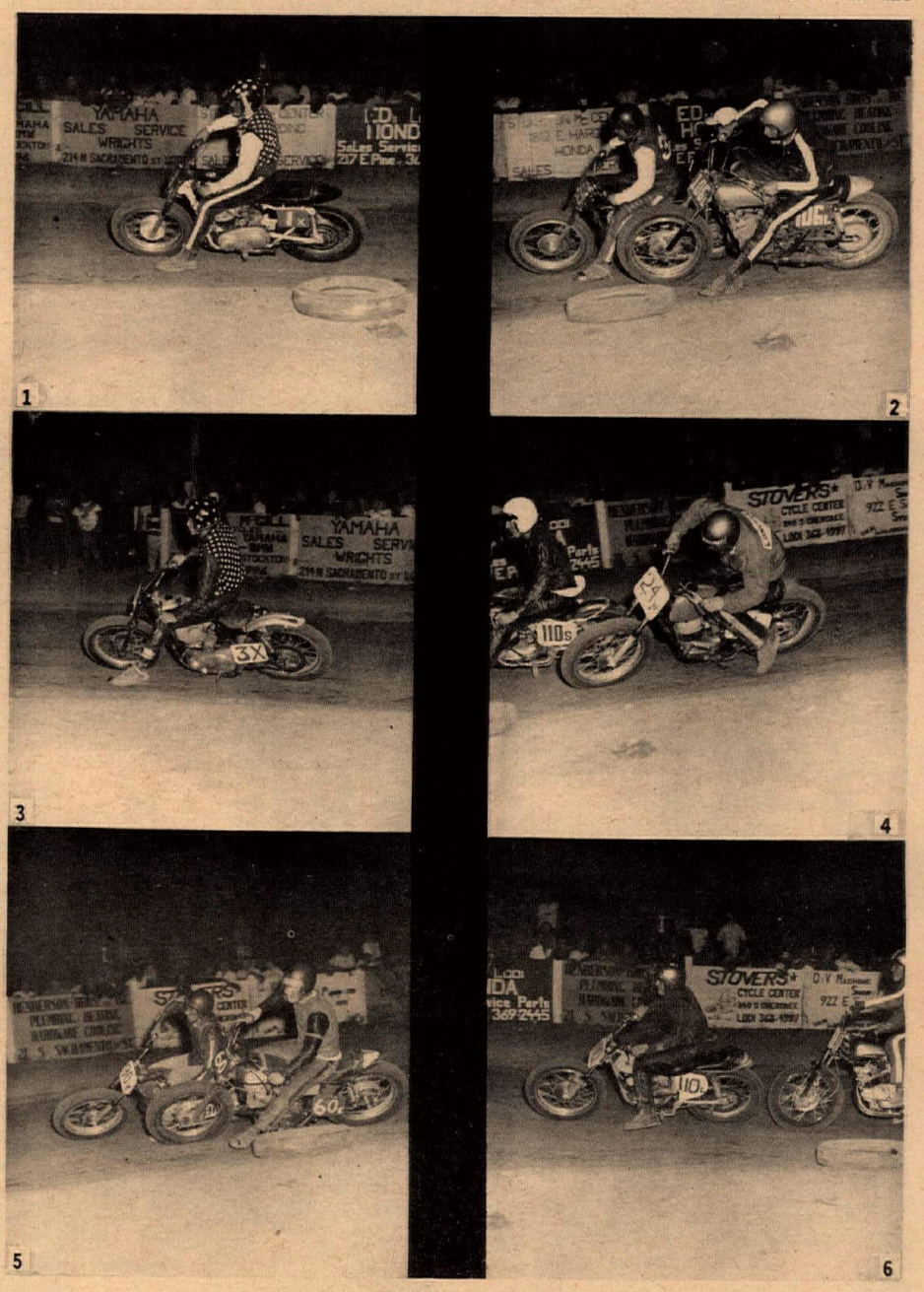
One would think with over a half lap lead you would win if your bike keeps running. It wasn't so in the 60 heat for Phill Harris as he had the lead and lost it. It wasn't because he fell or goofed up either. In the Main it was Jere Moos all the way.

In the Powder Puff we had 6 gals Sherry Bullard and Debbie Jackline did their best to show the boys how to do it and that they did. Debbie took a back line start, jumped in to the lead, with Sherry right behind. Sherry would catch her but let her go.

In the 250 Expert Main, Elden Hinkle had his hands full with Terry Sage. Sage would take him in the turns then lose it in the straights. This kept up most of the race, finally Elden had had enough and let Sage take the win.

Most of the races were close and good, as only a Lodi show can be.

(Results on page 16)



Take it from the top: 1) Seeing spots' It's just Paul Knudsen dazzling the troops. 2) He tried hard, but Amateur 106 Greg Hodges didn't make it by Ralph Gutierrez (39k). 3) Smooth and steady, (3x) Ray Wilson. 4) Bill Klima (24w) uses tip-toe style to get around Wheeler Gresham for 3rd in the Nov. 250. 5) Expert 250 Main found (60e) Jerry Gray fighting it out with Art Zimmerman. 6) Heading for 3rd place in the 200 Novice event, Sherwin Kimball (110l).

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DAISY FOR A DAY

Jack Morgan Gets the Ladies' Favor

by Jan Ditson

In days of yore a brave knight mounted his sinewy charger to do battle. But before he left, the fair lady would tie a brilliant scarf around his neck to guard him in his task.

Who says times have changed? Just a couple of Sundays ago at the AMA sanctioned European Scrambles held at Deadman's point there was witnessed a modern day version of the knightly ritual.

Jack Morgan, the Desert Fox, who with only a dependable Hodaka has led many a charge across the burning sands of battle, was the first desert rider selected by the all-girls Desert Daisy's M.C. to be their honorary member for a day.

The Daisy's feel these men deserve honorable mention for exceptional effort and ability. In their own way, by offering their colors, the girls are paying them the highest compliment.

Morgan was such a choice. When Jack pulled up to the starting line wearing the now-familiar black vest with the gold flower the smiles, stares, and clicking camera shutters all said loud and clear that this was no ordinary occurence.

And ordinary it was not. The smiles faded as soon as the banner dropped and Jack came charging through the dust and flying brush to lead the first lap. As hard pressed as he was by those who would have plucked those petals, he charged the whole distance and held his ever-widening lead to the gruelling end of the hour.

Looks Are Deceiving

So a word of encouragement, men — if you are ever passed by a Desert Daisy don't be like the poor unfortunate we learned about who became so demoralized at the thought of being passed by a girl that he packed up his gear and took off for home, never realizing that it was Morgan out there in all the dust. Look closer — it's just possible it's one of your friends who has been tapped for the singular honor of being a Daisy for a day!

Jack Morgan, Desert Daisy for a day.

Photos by Jan Ditson

Several males were disheartened by the sight of honorary Daisy, Jack Morgan, in action.

LARRY WELBORN SHAVES 'EM AT EL MIRAGE

by Joe Timmons

It was a cool 98° at El Mirage Dry Lake Bed as Hi-Jinx Family Motorcycle Club sponsored its T.T. Scrambles on July 23. The lake bed was flooded with motorcycles and as many riders, each awaiting his heat. The track was a short 7 tenths of a mile with a long slightly curving straightaway. A tricky jump was located midway down the straightaway and challenging right and left turns were prevalent.

The heats consisted of five swift laps with the first three places graduating to the main event. The others went to the 10 lap semis for another attempt at the main, the first four places going to the main from the semis. The two classes, 0-80cc and 81-125cc, combined in the 20 lap main event in order to save time. The semis gave the unfortunates who suffered bike trouble in the heats a chance to redeem themselves and enter the main.

Larry Welborn came out of semi-retirement to grab first place in his heat dash and turned around to capture first over the finish line in the main. Welborn, a member of Hi-Jinx, entered the race with unyielding determination, on his Yamaha 100 single. He started fourteenth and worked his way through the pack to the first position by the midpoint of the race. After that the lead was uncontested as Larry's determination grew and his riding ability proved to be that of an expert.

George Ramey, on a Hodaka, claimed second in the 81-125cc class, with C.L. Mackie in the third position.

In the 0-80cc class, Frank Vallefuoco, another Hi-Jinx member, triumphed over second placed Reg Jones and Bill Hardin third. Frank led through a good portion of the main event, but his Yamaha 80 declined to retain its stature in negotiating a curve. While he was distressed, Larry Welborn and one or two others in the 81-125cc class slipped ahead of him. However he quickly recovered and took first in his class.

The Hi-Jinx are sponsoring an enduro relay at Riverside on August 13th. See the Calendar section for details.

(Results on page 16)

CYCLE ALLEY

by Bob Ebeling

Al Sherwin and his Harley-Davidson Sportster cut a clean path through eight leading contenders, for top street honors at Irwindale Raceway.

A lull in activity (with the exception of bench racing) takes place in the late evening, while raceway employees satisfy their growling innards. Suddenly the calm is shattered when the public address system sends out a message with enough volume to reach the most exclusive personnel hideaway, "All employees return to your post."

Some of the racers in burst of nervous anticipation fire their engines, only to reach for the "kill button" as the national anthem is delivered in raceway tradition. As the phonograph needle slips from the last groove of the well-worn record, riders turn to their cycles and shatter the nostalgic silence with a rumbling roar that has always been the leavings of a dramatic voice's challenge, "Gentlemen start your engines".

Actually, that voice never sounds at Irwindale Raceway, but the anthem is there and it is the significant point that reminds of the privilege to pursue a quarter mile in the shortest period of time.

Top Eight In The ¼

Al Sherwin was the number one qualifier and retained that position for H-D from start to finish. It wasn't all an easy trip to the cashier's window for among the top eight were riders and machines such as Dick Strickland, BSA; Harry Couch, Tri.; Ross, Harley-Davidson; Sciacca, Har.; Marshall, Yam.; Crash Clymer, Honda and Kerker, Norton.

Elapsed times ranged from the quick 13.20 of Sherwin to Crash Clymer's bump spot 14.85. It's all "heads up" racing and the only thing which changes odds on who's to win is a riders skill and sometimes an over-eager trip out of the starting gate, that sometimes draws the big red eye.

But no matter how you figure or on whom your hopes are riding the field must finally narrow down to two, one for top eliminator and the other a runner-up.

A final race found Harry Couch with his ever faithful 30.50 inch Triumph matched against the 55 inches of Al Sherwin. Sure, Sherwin won with his abundant power source but it wasn't handed on a silver platter. Harry Couch was with him, or slightly ahead, out of the gate and pushed from that point on, ready to jump ahead if the Harley's four strokes were reduced to a lesser firing cycle.

Harry Couch was runner-up with a 13.65—95.33 time slip and Sherwin took top honors with a 12.62—108.30.

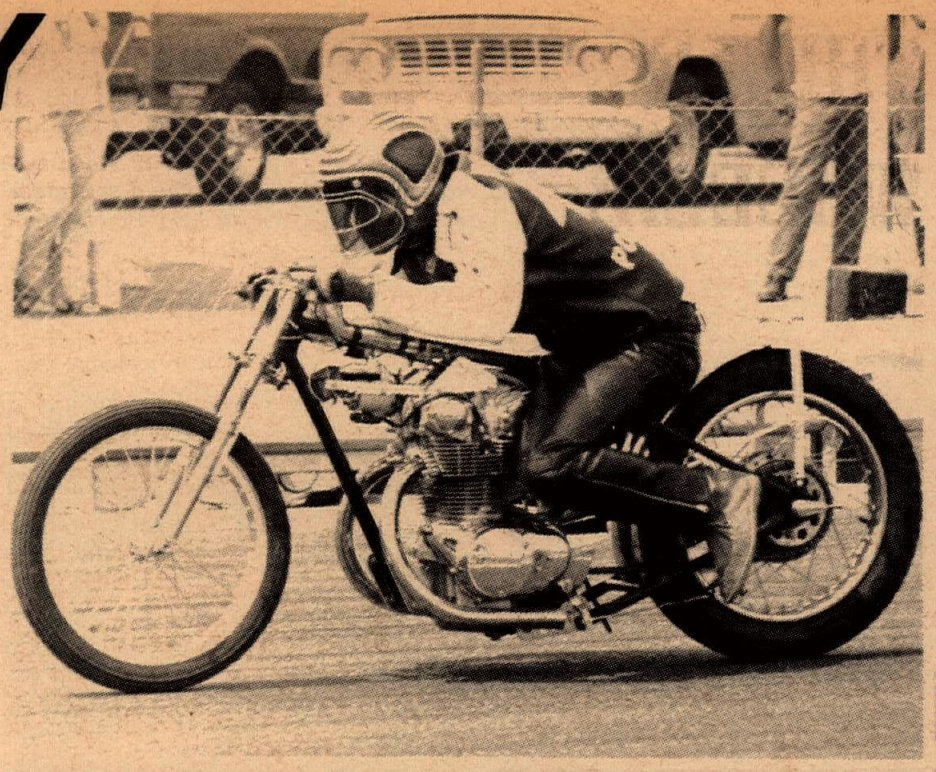
Gassers—Nira Draws a Red-eye

Nira Johnson and Jerry Nance, both Triumph mounted, were the contenders in a race for B gas trophy. When the machines were staged, Nira committed an error he seldom makes. A red light! Jerry Nance won the class with a 12.39 elapsed time and speed of 106.13 mph.

Art Houston attached a Fagiol supercharger to his 650cc Triumph and was bumped into racing with upper-classmen. Johnnie Eastes picked the talents of Jim Cook, yep, the "traitor" to a Triumph camp, as rider of his 60 inch Sportster and the blown Triumph vs. Harley race was on.

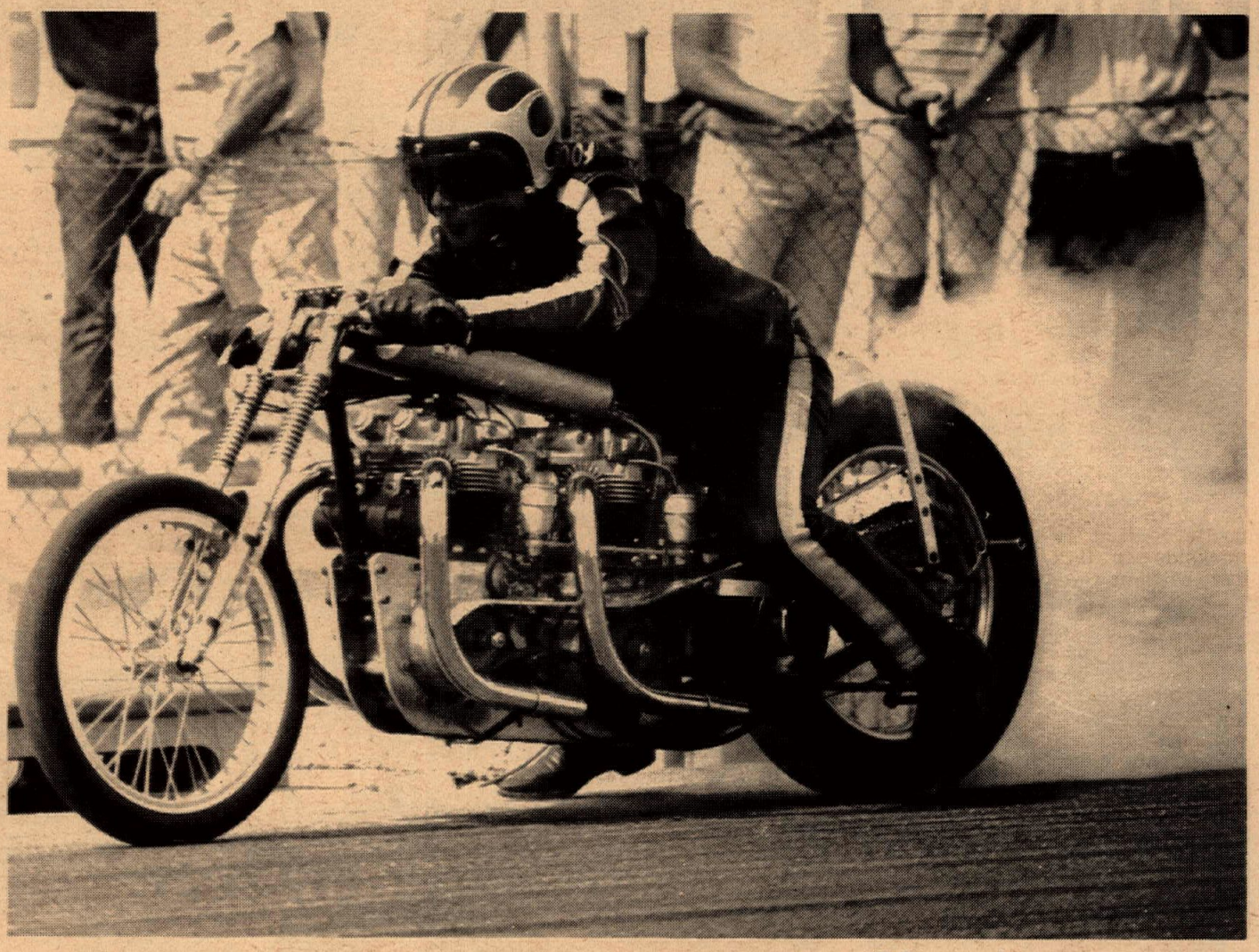
The Triumph and Harley were off the line in a synchronized movement but the Triumph did not huff hard enough to stay up the rest of the way.

Jim Cook tripped the lights in 12.05 seconds at 112.00 mph. Later in a race, "just for kicks", Johnnie Eastes raced the Triumph of Jerry Nance, to win with a time almost identical to Jim Cook's.



Honda of Pomona promote themselves on the new 450 Honda dragster owned and ridden by Bobo.

Photos by Doyle Gray



The rider half of the Murray & Cook Triumph team, Jim Cook takes the Foothill Triumph sponsored double through another quick trip to the payline.

Go East, Young Man

I may have the words in this famous saying slightly mixed or changed, but that is my intent, for East is the direction I take in a trip to Indianapolis, Indiana at the expense of Mr. Floyd Clymer, to direct the Mid-West Motorcycle Drag Championships.

Bruce Miller is substituting for me at Irwindale Raceway. Lend him your help in a good day's racing.

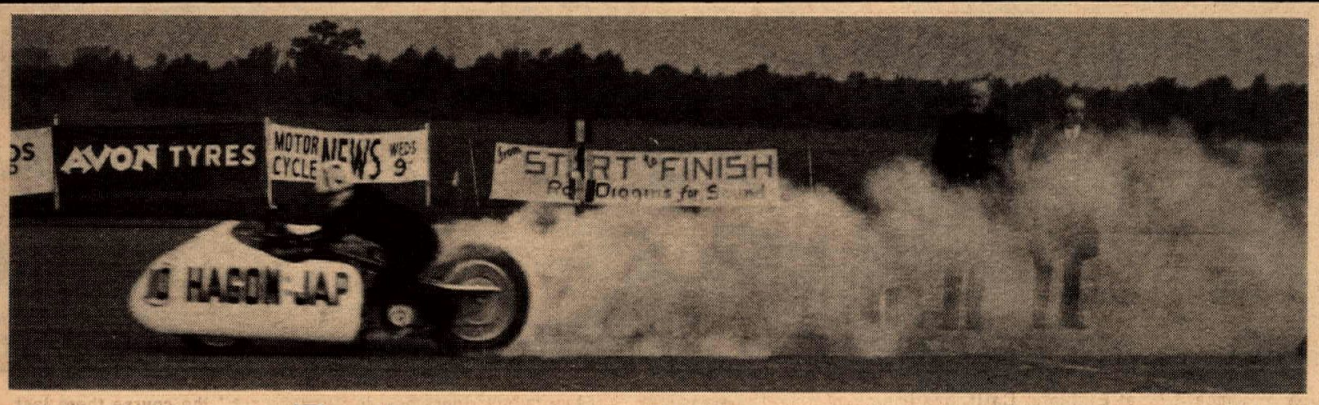
Sunday at Lions Drag strip is an A.H.R.A. Record meet. If you have ever desired to try for the coveted title of World Record Holder, here is the chance.

(Results on page 16)

7 MILE NATIONAL CHAMPIONSHIP MOVED TO SAN JOSE

The 7 Mile National Championship Dirt Track race has been moved to San Jose, California. It will now be held on Sunday, September 3 and is promoted by Barkhimer and Murrell, 50 Mt. Herman Road, Santa Cruz, California.

The move was brought about by a recent court injunction which prohibited race contests of noisy vehicles at the original location, Air Capitol Raceway Park, Wichita, Kans.



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THE LEGEND OF WHEELIE WHEELER

CONTINUED

"WHEELIE & THE BEAR"

by Dolores Tindell

"Wheelie" was riding one stormy night
When an old cabin came into view
He'd rode all day and half the night
So to him it looked quite new.

The cabin stood by a stream so wide
You could spit clear across to the other side
He tried it, then rode 'cross the water and rocks
By then he was wet – clear through to his sox.

A tree stood there with its limbs so bare
And its branches open wide
Like it was 'specially planted there
Just to welcome him inside.

He rode up on a porch so old
The boards bleached white looked bold
From his weight the boards did queak and scold
Then the door he did swing wide.

There was a fireplace in the corner
It was the only thing inside
So he started a fire, soon blazing bright
Then settled down, thought he'd spend the night.

He parked his bike in the middle of the room
And laid down to get some sleep.
His snoring was loud – but he heard that sound
And it chilled him through and through.

He heard it again – and opened his eyes
Then he ran to the door and peeped with care
He stood and stared – there was something there
But he couldn't believe the size.

His ears could hear and his eyes could see
But his nose was what really knew
That standing there was an Alaskan Bear
He could tell by the smell of the hair!

Now Frank's a very friendly guy
And he likes lots of people around
So the Bear that stood there with aroma so rare
Was such a big challenge – he thought it a dare.

He jumped on his Bike and he put her in low
And he made that engine roar
He started outside, and he waved goodbye
But he stopped at the cabin door.

He reached in his pocket and pulled out a sticker
And he stuck it on that Bear's nose
You can imagine the look and his surprise
When that Bear growled, and suddenly arose.

You could tell by the glare of that Alaskan Bear
That Frank "Wheelie" Wheeler had better beware
"That Bear'll clout me right in the mug
If my trusty Hodaka now fouls a plug".

ELSINORE NIGHT LIFE

NEW FACES LINE THE BENDS

by Don Wallen

On a very warm Saturday night at Elsinore around 150 scrambles-happy two-wheel slide artists with their attendants, six or seven hundred wives, friends, and fans all came out for an exciting night of fun and thrills. Most of the favorite faces at trackside on this night were not there but they were replaced by quite a few new faces.

200 Expert Tortoise and Hare

The proverbial tortoise in this case as I see it was J. Hart on a Triumph Cub that was just not geared low enough. However, it was low enough in the class as Jim rode consistent and sure in all his races, as the front runners such as B. Spier, P. Coberly and G. Mance fought it out among themselves, possibly a little too hard as some seemed to be suffering from, slips and slide, new machinery problems etc. It will be interesting next week to see how these guys sort their problems out.

500-350 Expert Slick the Starters

Everyone was out to "slick" the starter and make that all important hole shot. U. Koto, BSA and Clutch Cargo seem to have this down to a science as Koto fought off all corners to win this class after Cargo's gear shift lever was hit by a front wheel, putting Clutch on the trailer early in the program. A. Ellis rode good all night for second place on a Honda that really wails.

New Stuff and Things

Elsinore owner Tom Phaschal is building a shower for the riders in the parking lot and it is all finished but the water works part and he expects to have that done by next week. Also Tom plans to keep running Saturday nights indefinitely while it is warm.

(Results on page 16)

Quality of competition at Elsinore, Calif. has improved since the scrambles academy taught riders how to "psyche out" the course there last month. Next scrambles academy will be this Sunday (Aug. 6) at Perris Track.

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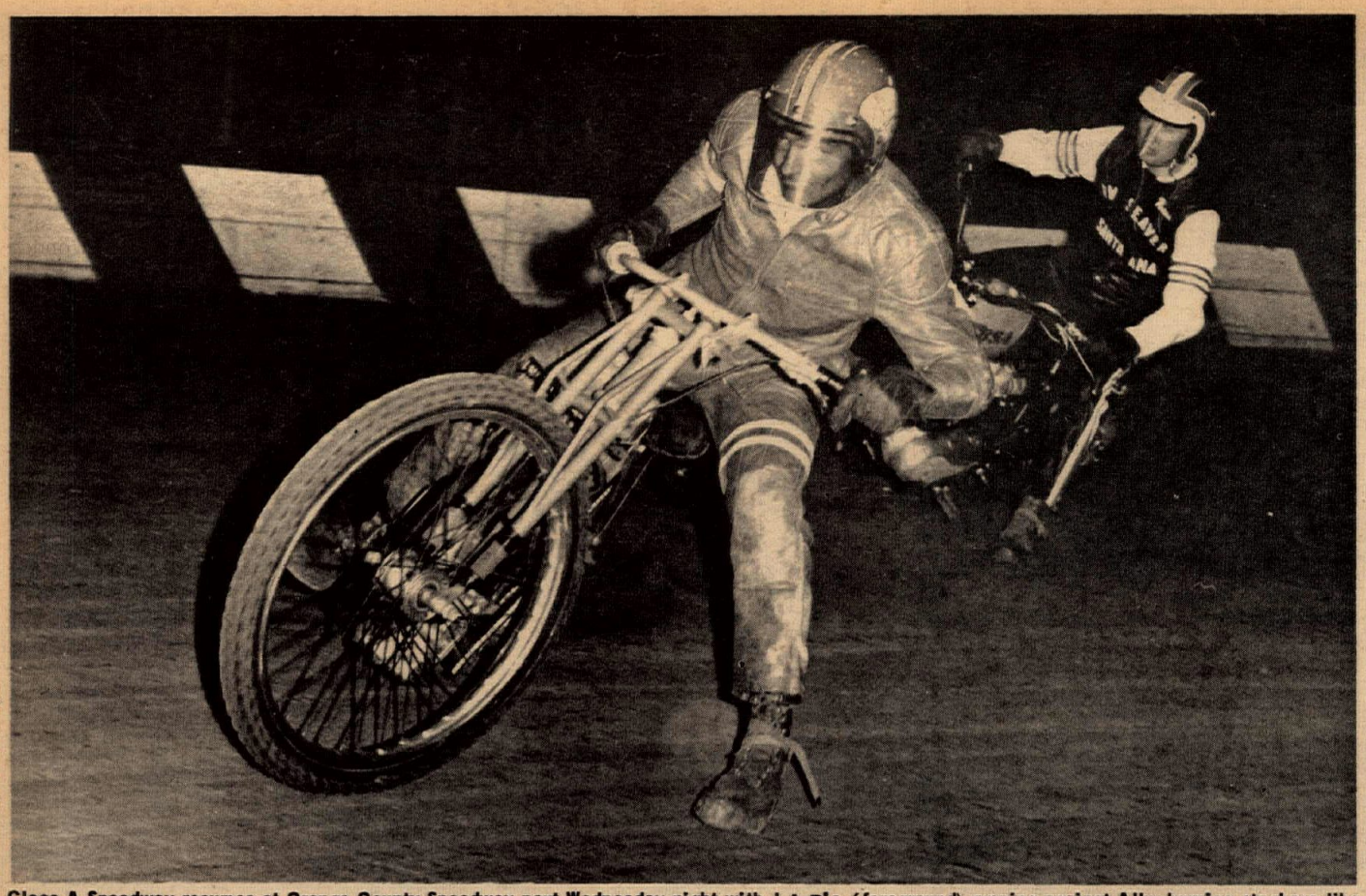

Photo by Bob Krips

Class A Speedway resumes at Orange County Speedway next Wednesday night with J.A.P's (foreground) running against Alky-burning stockers like Russ Robinson's BSA Victor, (background). What's more, the stockers win!

RACING ON O.C. QUARTER MILE

ACA short tracking is beginning to take a new thrill with the development of the quarter mile track at Orange County. There are no lights installed as yet, so only the heat races are being run on the quarter mile track while it is still daylight. The new track is not a perfect oval but more egg shaped so that one end actually has two corners and really presents a challenge to the rider. Ron Jones, owner and promoter, hopes to have lights installed within the next week. The course should be ideal for the JAP's.

Rick Woods, Ducati-mounted, continues to dominate the 250cc class, but a real contender for his front running spot is Sal Acosta from Compton on a Bultaco. Sal has really been able to perform on the new quarter mile course and should present quite a challenge to Rick in the future.

Neil Winston, from San Bernardino, showed up in the 250cc class with a real interesting machine, a Hagon. This machine is a JAP-type machine, used for grass track racing in Europe, and the way he went around the quarter mile course, standing up and squaring off the corners really had the crowd excited. He didn't do very well in the Main Event because the machine did not handle too well on the short course, but we look to more of this type machine in the future on the bigger course.

Last year's 100cc champion, Russ Robinson, won the 100cc Trophy Dash and Main Event as well as capturing the 500cc main event win on his BSA. He rides a Yamaha in the lightweight events.

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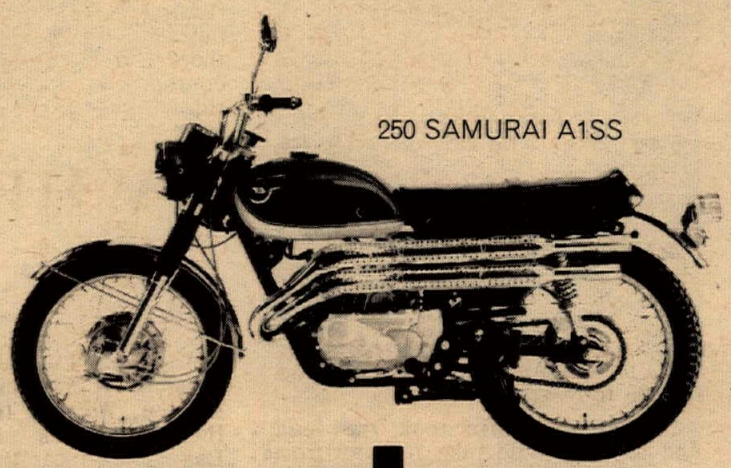

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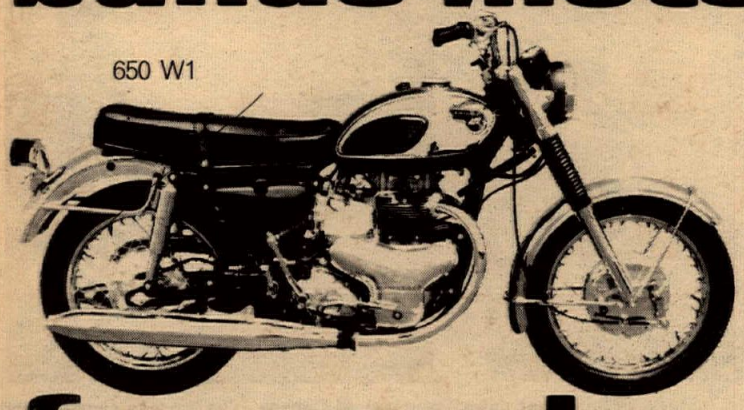

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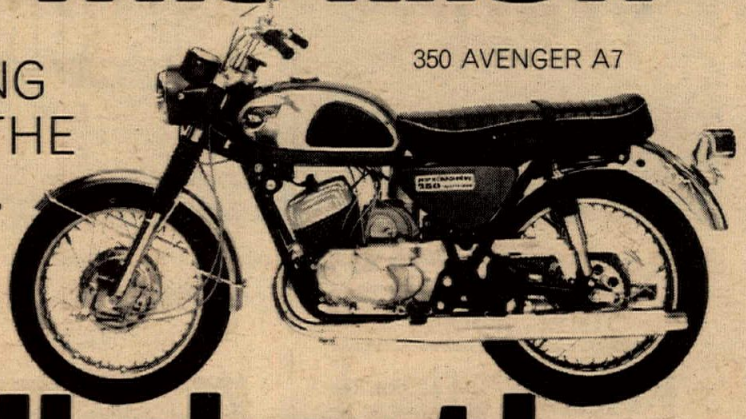

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LOS COYOTES SCRAMBLES

by Jane Williams

Finally, a club found a relatively dust free area in the desert and proceeded to put on a well organized, extremely well marked course in the Holiday Hill (Lancaster) area Sunday. For a new club with only 15 members to work, there were Coyotes everywhere.

Fast rolling hills took you to the smoke bomb with Ron Fry, Al VanderPol and J.N. Roberts in that order single file. Doc Bryce in the middle of the pack, missed the trail and rode out the rocks passing and looking good.

Across the boonies to check #1 and down the stair stepped sand wash to check #2 they came through in this order: Fry, Bergquist and Roberts. Bergquist turned it on and had a good lead at the finish of lap #1. Fry was out with a flat tire.

At the end of lap #2 Roberts was in the lead with plenty of room.

During the 3rd lap, George Walker of Santa Barbara closed the gap to 30 seconds at check #2 but fouled a plug and finished 5th after Roberts, Martino, Griffin and Hutton.

J.N. Roberts was quoted as saying the course was so well marked he could have ridden it with his eyes shut.

Trail bikes had a separate course and found it tight and twisty, laid out by the legendary Wheelie Wheeler. Tom Ruddy (Ram) on a Van Tech Hodaka grabbed the lead and strated loafing. Steve Holliday (Novice) aced him and Ruddy finally caught and passed Steve on the last lap to win, with Rick Stump 3rd and Scott Lapraik 4th. Rosie Martino was the first girl in and declared the course great, to the embarrassment of Earl Roeseler (ex Trail King) who thought it was too rough.

Congratulations, Coyotes on a fine run, and welcome to District #37.

(Results on page 16)

Photo by Don Abrahamson

That parachute looks awfully bulgy. Skip Van Leeuwen (left) and Evel Knievel (right) wonder where that sneaky CYCLE NEWS photographer Vic Ebbutt puts his old hats after every race

SOUTH GATE

by Maureen Lee

With an improved jump that can really make a rider sail in the air, TT racing went on as usual Thursday night at South Gate.

There was a mini-bike sidecar exhibition just before the Trophy Dashes as in a very short while the sidehacks will be racing there, according to the track owner. That should be wild to say the least! The Powder Puff Association is also on tap for an exhibition (although that may be an unfortunate choice of words), on the TT track.

Stan Rogers won the 100cc Trophy Dash and Keith Mashburn (Bultaco) the 250 Dash. Mashburn jumped the flag and was put back and Lee Stumpenhaus grabbed off the first lead with Gary Bailey (Greeves) right after him. On the very last lap Stumpenhaus went a little too wide and Mashburn ducked under him to take the win.

Quick Recovery

In the 100cc Main, Tom Rockwood shot into the lead with Gary Bailey (Hodaka) in second. Stan Rogers dropped it after the jump and the race was black flagged. Rogers lay there for quite a while but recovered in time to re-start.

Rockwood again took the lead and no one could take it away from him. Bailey finally nailed Rogers with excellent riding going on between the fourth and fifth place men, Tom Warren and Don Dudek. The only difference between them seemed to be that Warren could pull out of the turns better.

The 250 Main ended on a bit of an anti-climax. Lee Stumpenhaus was holding on to the lead with Mashburn and Rogers behind him when Mike Tillman crashed and it was decided to end it right then as the curfew time was almost there. Tillman, however, was able to make it to the pits under his own steam.

(Results on page 16)

I DID IT FOR A GIGGLE

by Byron "Mad Bomber" Black

Mike the Bike Hailwood has won more TT races (yawn) at the Isle of Man this year (snore). So what else is new? Last year after picking up the Lightweight (250) race on the Honda 6, he was asked by an excited announcer what he was thinking about as he was racing. "I was figuring out the plot of a novel I'm reading right now," he mused.

"And were you going as fast as you could?" continued the announcer undaunted.

"Far from it," quipped Hailwood. if I'd gone any slower I'd have fallen over."

* * * * * * * * * * * * * * * * * *

One British journalist was preparing to smoke his pipe one day, but had trouble striking the paper matches from a folder advertising a prominent English electrical equipment manufacturer. "Just like their ignition," commented someone nearby.

* * * * * * * * * * * * * * * * * *

My friend John Blanton has a novel idea why Japanese racing machines are such world-beaters. "Why," I asked him, "is a Japanese two fifty cc machine so much faster than an English or Italian 250cc machine?" "Japanese ccs are bigger," he inscrutably smiled.

* * * * * * * * * * * * * * * * * *

During one practice session for the Isle of Man TT Races this year, there was a danger signal at a certain point on the course. When the riders returned to the pit, they found out why: the word went around that there had been sheep loose on the course. "I know," commented Yamaha rider Terry Grotefield, "two passed me."

DON'T DRINK AND DRIVE, warns the National Safety Council, and this could apply equally well to drinking while working on your bike. John "Warmshoe" Blanton, Texas road racer, enjoyed spending the evenings between races tearing down his CB72 racing machine to polish gear teeth with Brasso or some such. Anyway, after one such excursion into the Alice-in-Wonderland innards of his engine, he decided to get more pleasure out of life while building it up again. So with two quarts of Pearl he began the long job. Put the cases together, on with the engine into the frame (while risking a hernia), and chugalug with the Pearl. Then hook-up the electrics, carbs, etc. etc. and put on the tank and fairing, DONE! Then with a satisfied belch through the pearly haze John glanced down to see his cam chain master link lying innocently on the floor...

* * * * * * * * * * * * * * * * * *

Not to mention what you can get for playing with your mind. The word is that a number of Northern California racers have metamorphosed into full-race acid heads. One was expounding, "Man, it's great! I've gone on trips with my wife, my kids, even my dog. It's so beautiful that I feel like slipping acid to everyone in the world!"

"Next thing you know you'll be pouring LSD into your crankcase," I commented.

"No, man, I give my bike a real kick," he gleamed, "with STP!" Yuk, Yuk.

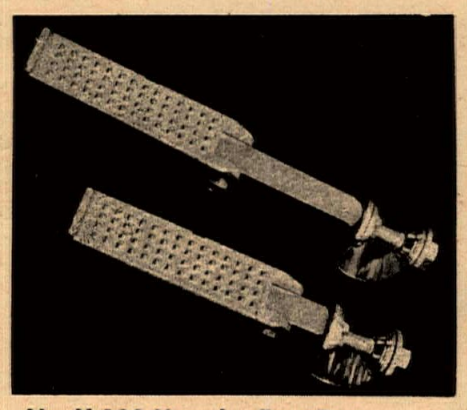
* * * * * * * * * * * * * * * * * *

If you have any good motorcycling stories, send them in to Byron Black, care of Cycle News and we'll print them (the only really good ones. He knows we just can't print everything in a family cycling newspaper).

• WHEELIE MAKES IT •

We are pleased to report that Wheelie Wheeler, the Lancaster, Calif. Dealer returned safely from his Alaskan adventure (See Cycle News June 29, 1967). Covering a little over 7000 miles on his little Hodaka, Wheelie took in such off-the-tourist-track sights as Muncho Lake, Steamboat Mountain and Coal River. Wheeler dressed warmly in a Skidoo suit, Barbour suit, longjohns and mittens. At Fairbanks Alaska, he took time out to tie the state champion in a local Field Meet. The Alaskan champ was also Hodaka mounted. Wheelie got a nice trophy and his picture in the local paper. Before leaving Alaska he was made a member of the Walrus Club, an honorary society headed by the Governor.

The last leg of the journey was by boat down the coast of Canada. The Hodaka showed very little wear after its long and arduous journey. The rear tire was nearly bald and a few spark plugs had been consumed. Other than that the bike looked showroom new.



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CARLSBAD PAVEM

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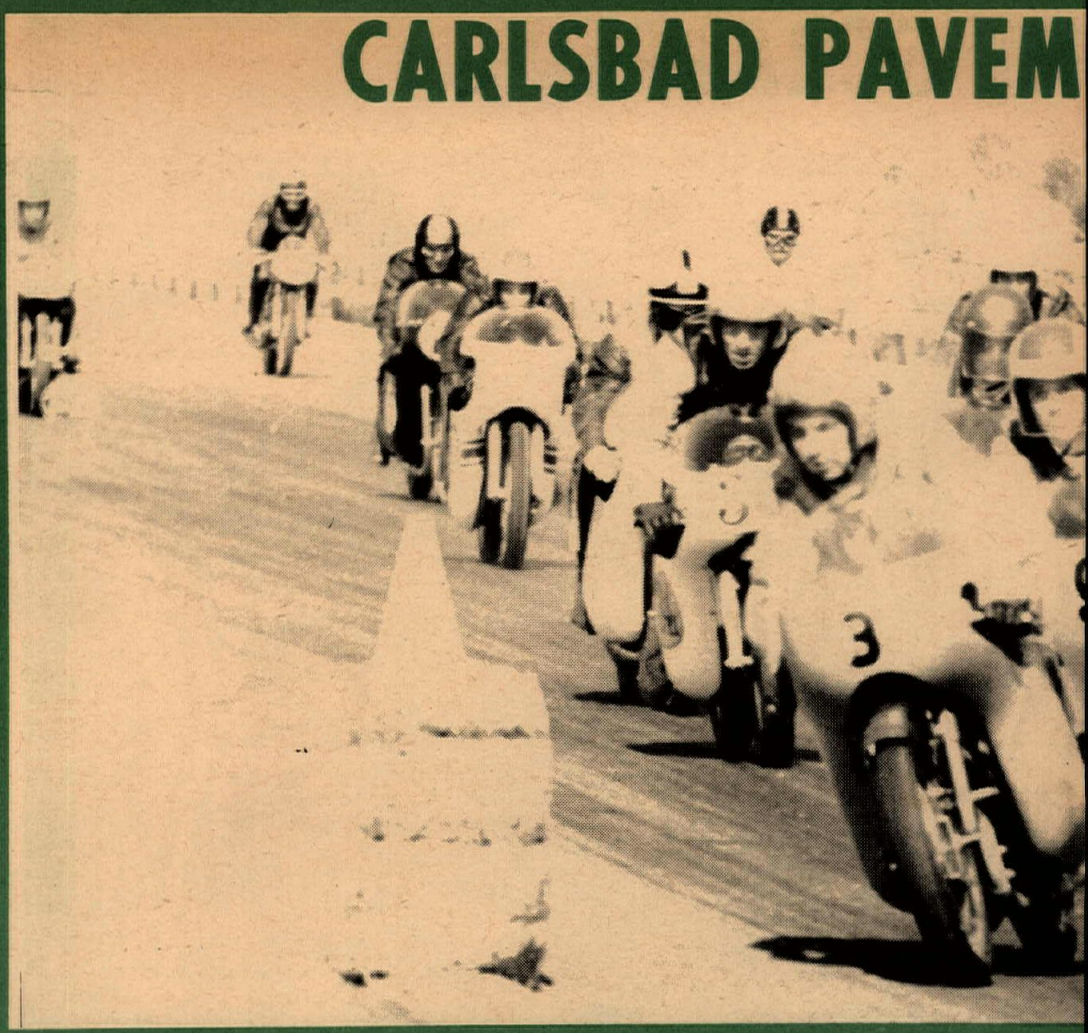
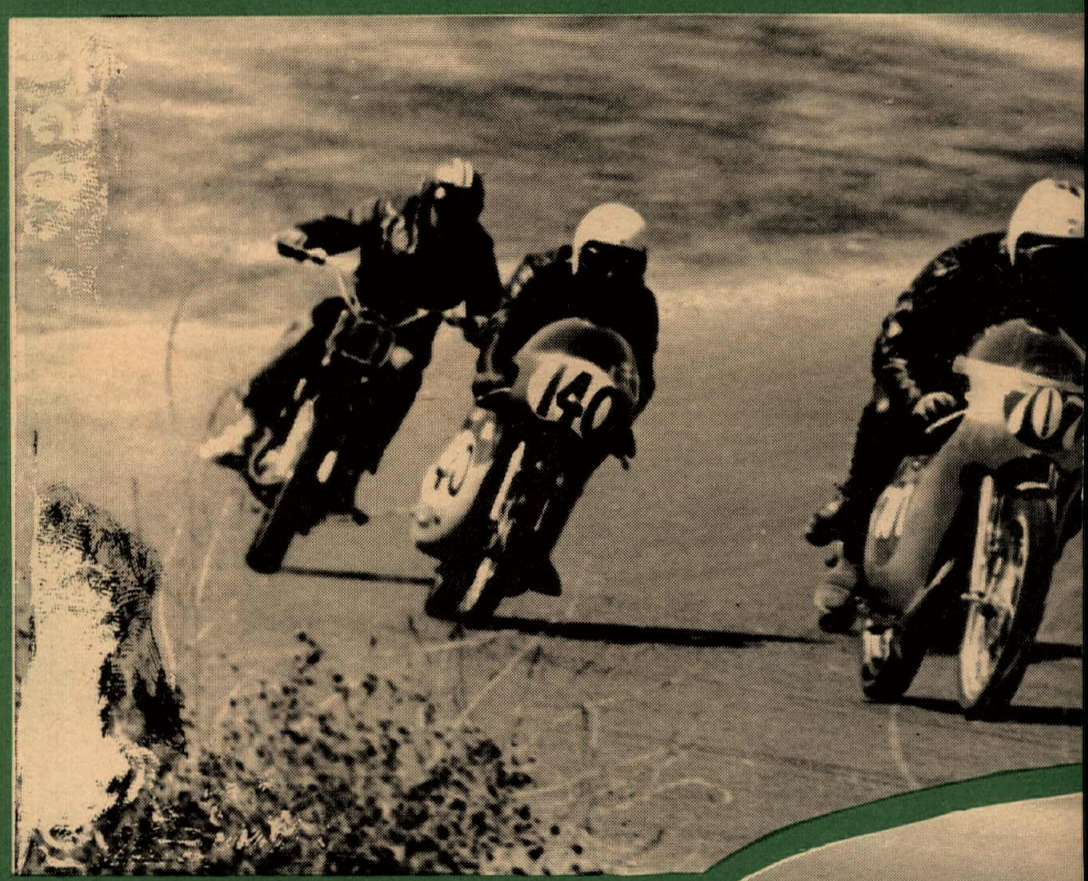
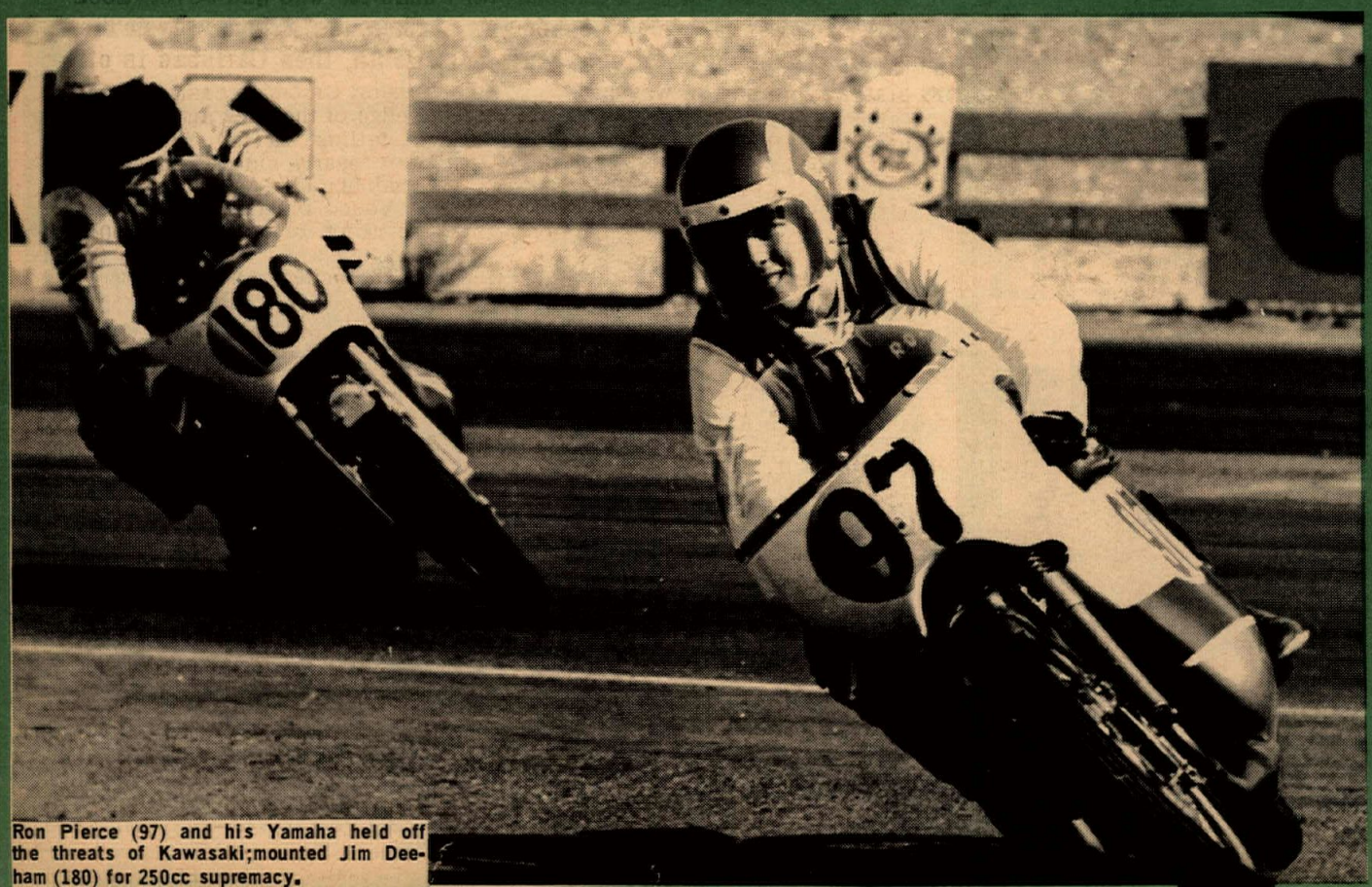


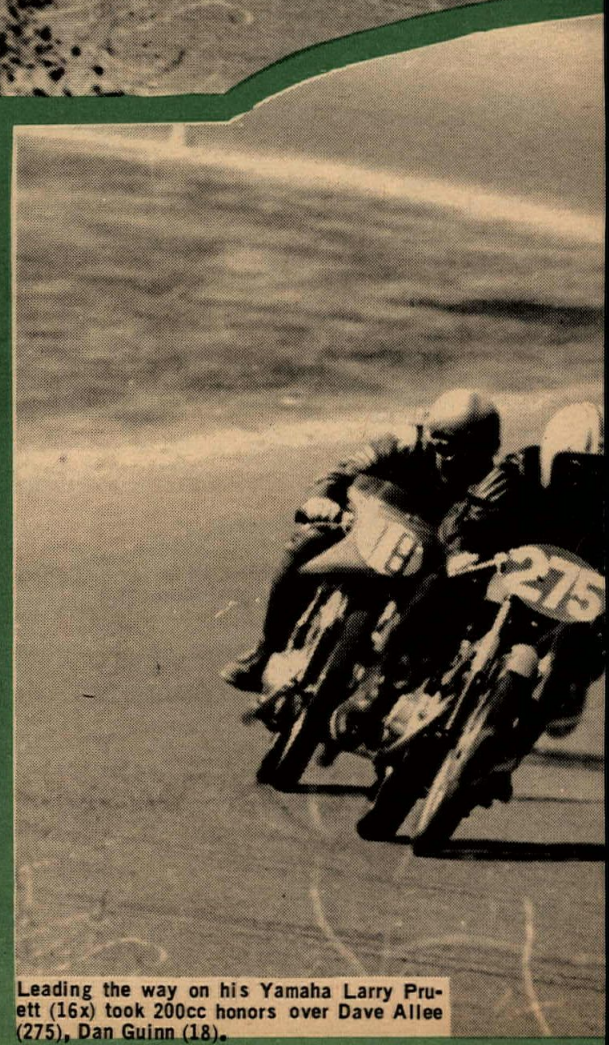
A first turn full of two-fifty talent, led at this po

Flawless style won 500cc race for veteran Don Vesco and his BSA.





Ron Pierce (97) and his Yamaha held off the threats of Kawasaki;mounted Jim Deeham (180) for 250cc supremacy.

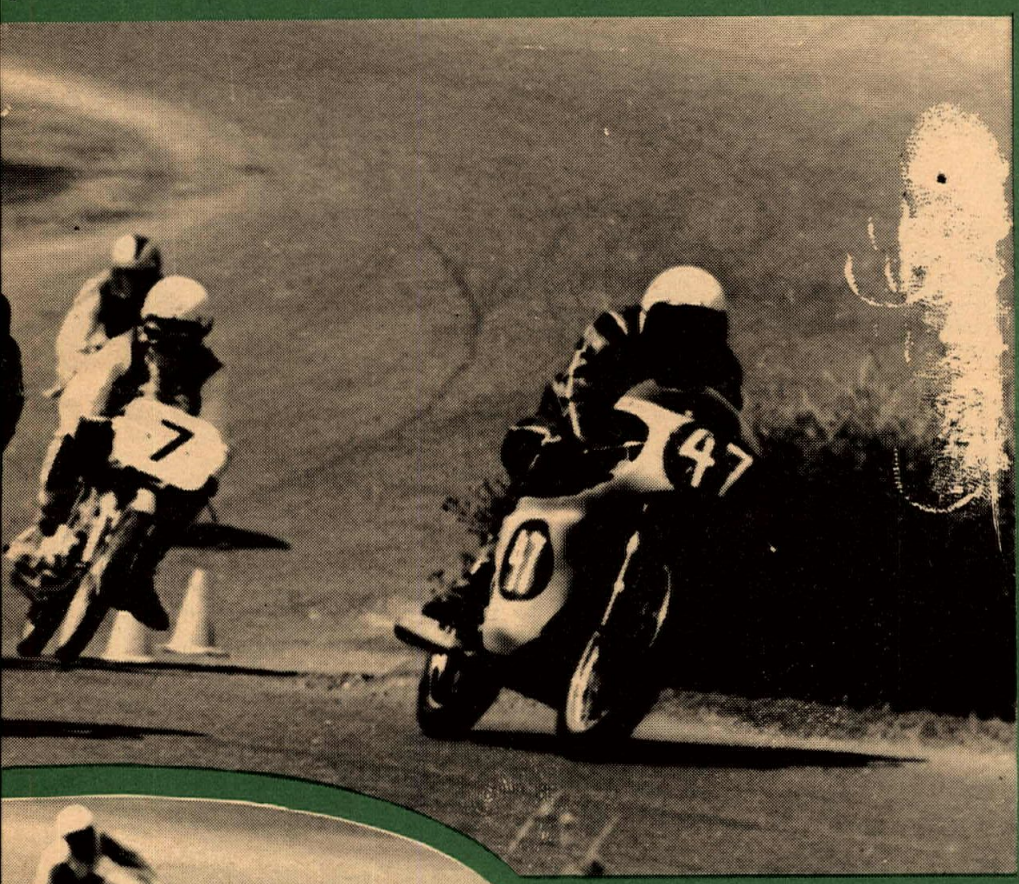


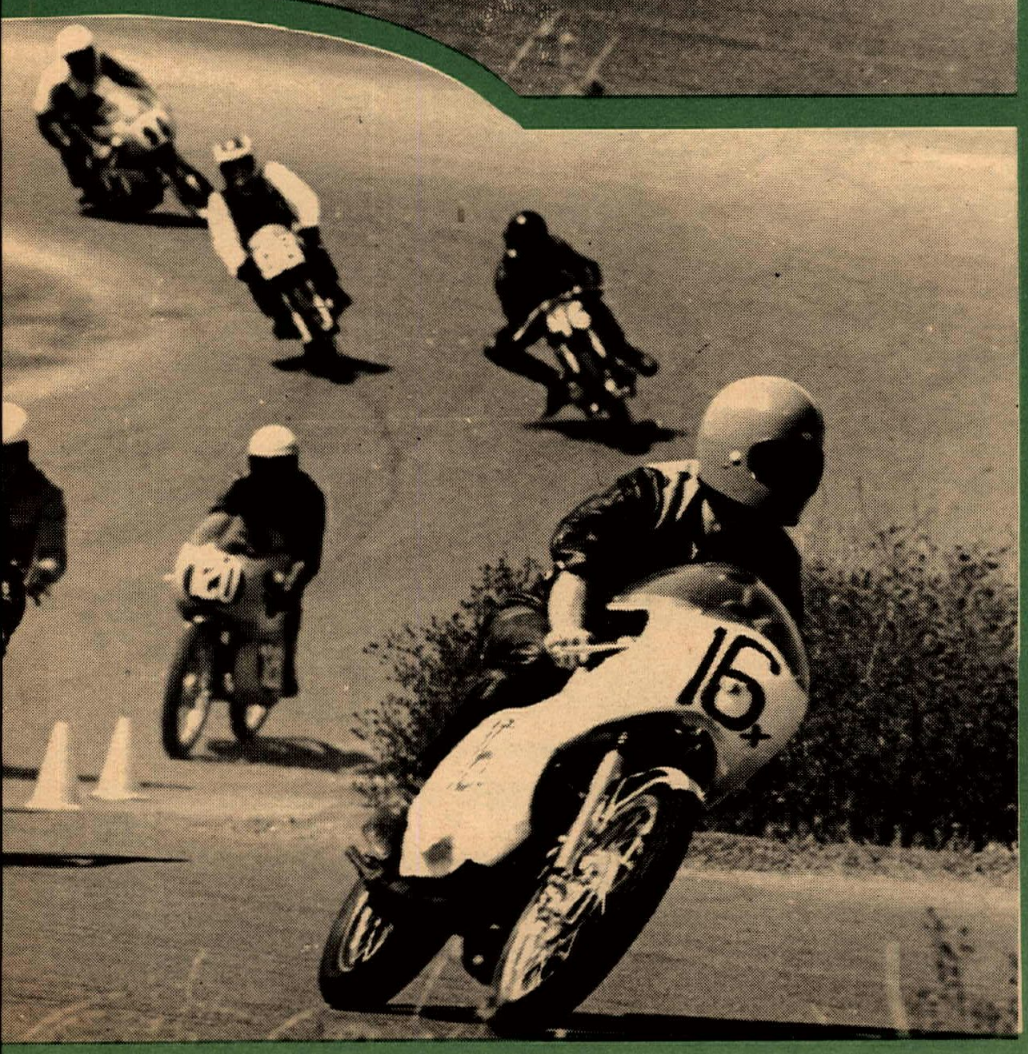
Leading the way on his Yamaha Larry Pruett (16x) took 200cc honors over Dave Allee (275), Dan Guinn (18).

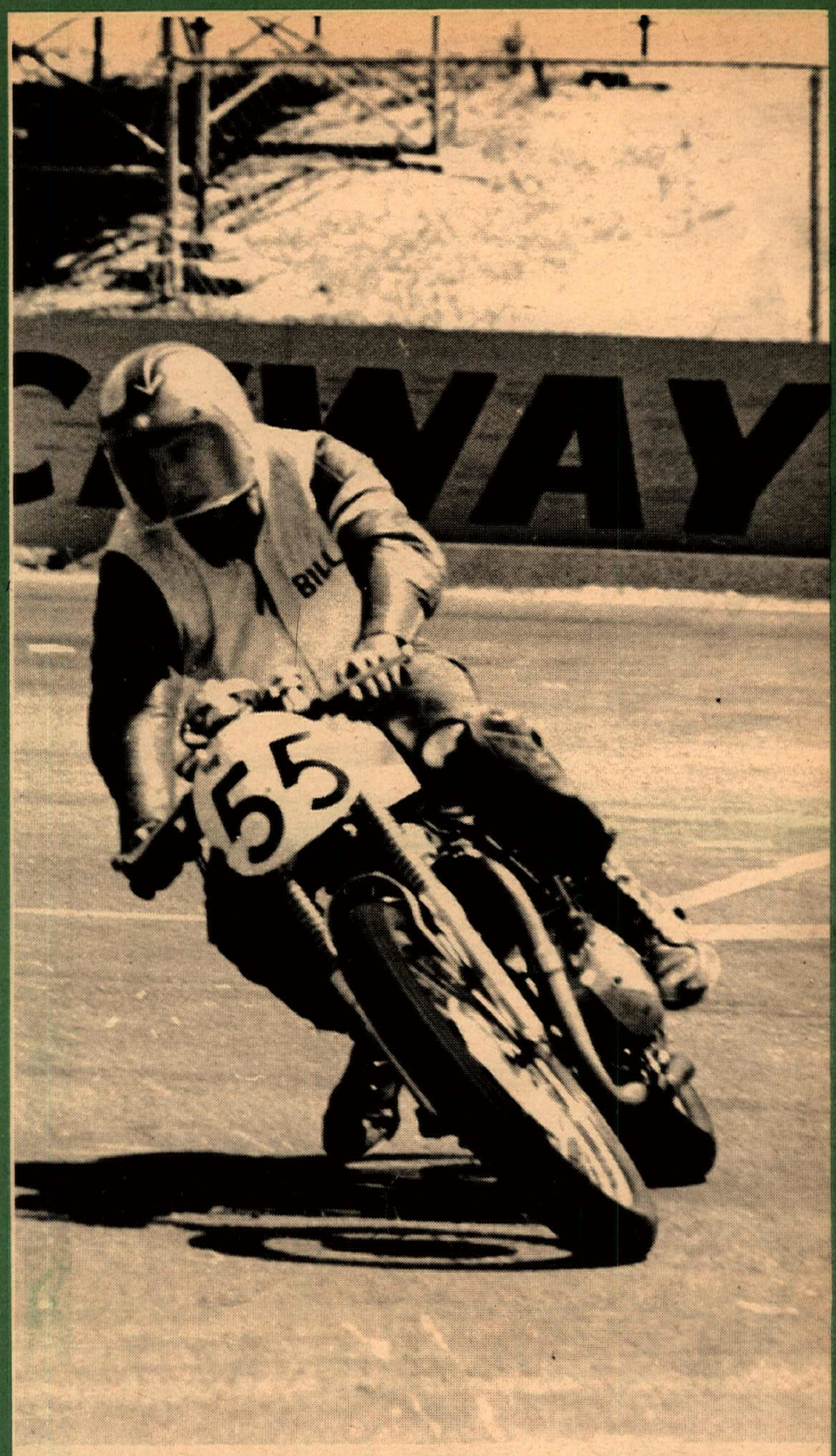
Photos by James Brammer

NT SCRAPPERS

by Yamaha-mounted Paul Wilde (3).







Above, Open Class winner Bill Holst (BSA). Left, eventual victor in the 50cc go was (7) Tony Nicosa, whose Honda beat out the Suzuki of Rog Baeder (140) after a spirited go.

HIGH CAMP ON THE SOUTHERN CIRCUIT

By James E. Brammer

Road Racers from the "other camp" invaded the Carlsbad AMA Sportsman Road Races Sunday with enough talent to make it an extremely exciting show. These were riders from the FIM associations who haven't appeared since the Carlsbad National in September. There were some such as former Catalina Star Fumio Ito who had never raced at Carlsbad. If whatever triggered this outstanding turnout, (even the spectator attendance was up) recurs next month, then Carlsbad is off its plateau and on the way up.

Talent from the other camp included Buddy Parriot and Art Bauman. A Yamaha-Kawasaki affair in the 250cc Grand Prix class produced sensational racing. The Yamahas headed by Ron Pierce and Fumio Ito were exotic equipment they called DS5 Racers; then there were these Kawasakis with Jim Deehan and Art Bauman that were almost equally swift. A sick engine had eliminated Don Vesco in the 250cc class before the final, which helped to reduce the odds against the Kawasakis.

Hot Battle, Frozen Slug!

At the start of the 250cc grand prix class final, dark horse Paul Wilde (3) on a Yamaha jumped into the lead with Pierce close in second. By the third lap Pierce was leading with Wilde out of the race. Then there was Art Bauman making his bid for first by moving in alongside Pierce. At that moment a piston froze taking Bauman's Kawasaki out of the race. This left the Yamaha-Kawasaki affair to Jim Deehan, and the chase was on with Deehan riding razor's edge and Ron Pierce at a steady swift pace. Deehan stayed within a few feet throughout the race, trying desperately to get by in the corners. On one occasion he ran off the edge of the track and returned without falling. At the finish line they were nearly side by side with Pierce half of a bike-length out front.

Don Vesco is still in charge of the big motor class with a 500cc BSA. He defeated everything in the open class coming in ahead of 650cc's and one Sportster. Jim Deehan on a 450cc Honda finished second in the 500cc class coming in third overall in the big motor class.

"Yes They Have Insurance"

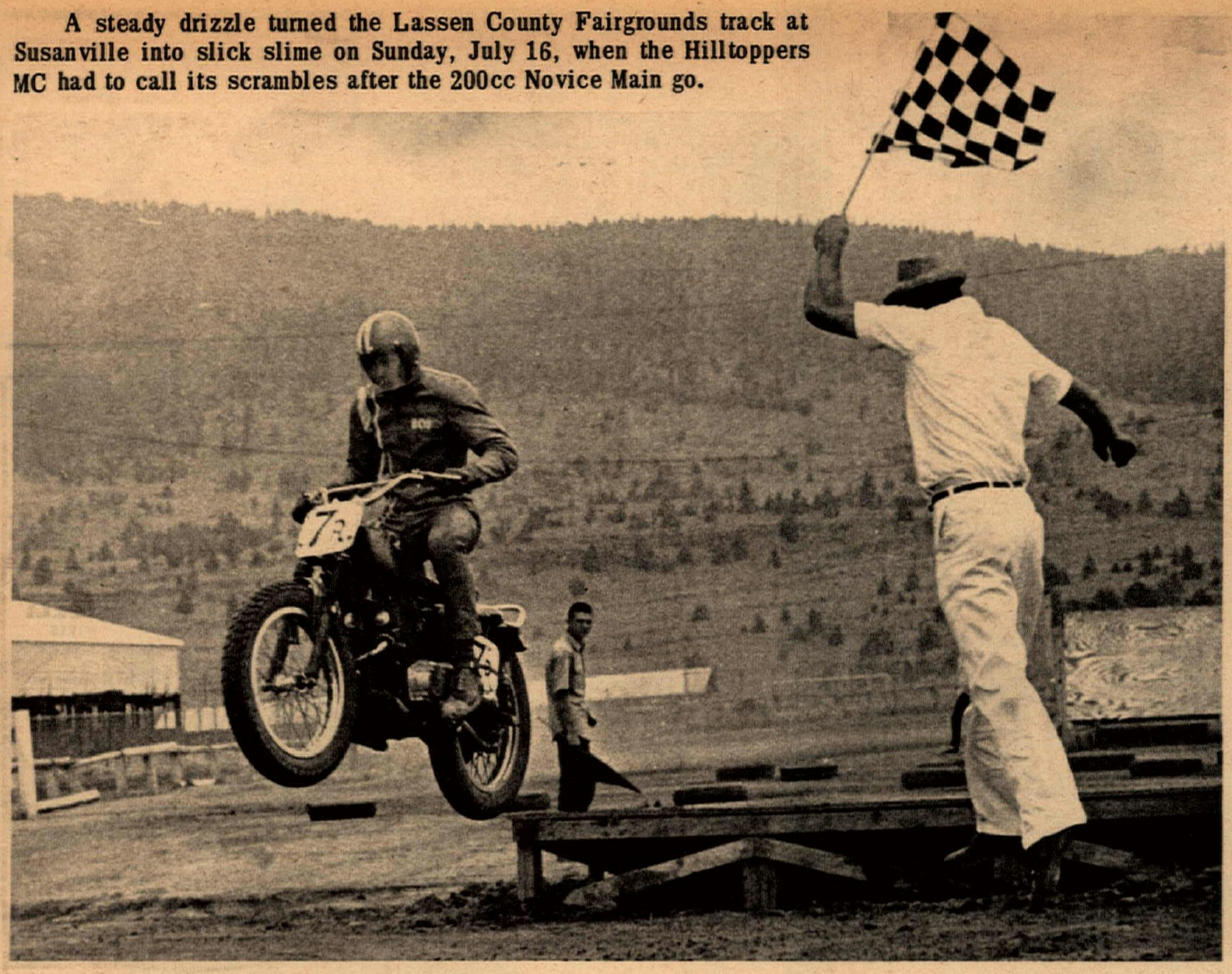
In the pits at the riders meeting before the races at Carlsbad, the question comes up, "Are the riders at Carlsbad insured?" Yes, and on a premium $350 a day, the insurance company is losing. They too may be charmed by Sunday's race, for I believe there were no claims.

The greatest disappointment in Sunday's meeting was a shining new 175cc Bultaco Sherpa that did not get to race because of a broken top piston grove that occurred during practice.

The next sportsman races at Carlsbad are scheduled for August 20 and September 23 with the National Championship for professional riders coming September 24.

(Results on page 16)

A steady drizzle turned the Lassen County Fairgrounds track at Susanville into slick slime on Sunday, July 16, when the Hilltoppers MC had to call its scrambles after the 200cc Novice Main go.



HILL TOPPERS SLIP AND SLIDE

By Carolyn Richards

The 65 riders rode the six-lap heats in cool, overcast weather, but before the Mains started the rains came.

Winning Hilltoppers' brass in the 100cc Novice class were Tom Bruckenstein of Orland, on Hodaka, first; Dennis Mayhew of Willows, Honda-mounted, second, and Pat Gourley of Reno, Nev., Honda, third. In this Main, Mainer Richards of Oroville, on a Suzuki 50, came in fifth (there were nine riders) to receive a trophy for his efforts.

Brother Act

Three of the nine Oroville racers at the event won in the 100cc Amateur scrambles. Phillip Heyrend and his brother, Manfred (home on leave from the U.S. Marine Corps), rode their Yamahas to first and second place wins. George Becker, Kawasaki rider, came in third.

Bultaco-mounted George Serna of Anderson took the trophy in the 200 Novice class, while Reno's Jack Pine, on a Honda, came in second. Sliding into third place was another Honda rider, Homer Hybarger of Sparks, Nev.

All other trophies were awarded as the result of time trials. Here, riding hard in the heats paid off for the racers, many of whom are inclined to think of heats as "just another practice session."

In the 250cc Expert heat, Bob Vaughan's Honda, tuned by Honda of Oroville, ran away from second placer Ed Thayer of Redding, on a Bultaco.

(Results on page 16)

NEW HODAKA DEALER GUIDE TELLS ALL, SHOWS ALL

Being a successful motorcycle dealer is no longer as mysterious as it used to be, thanks to a big red book produced by Pabatco, the U.S. Hodaka distributors.

The book is called "Hodaka Dealer Guide" and it is available at cost to Pabatco's network of dealers. What a document it is! Inside are sales approaches, chapters on advertising methods, "showmanship", safety promotions, service, inventory control, warranties, and much more besides. Also included are clever sales aids such as newspaper ad mats, sales pads, warranty forms and a neat package of point-of-sale stickers to adorn the Hodaka Ace 90.

As if that wasn't enough, Pabatco has included a copy of the booklet "Intelligent Motorcycling" by William Kaysing and enclosed it all in a ring binder.

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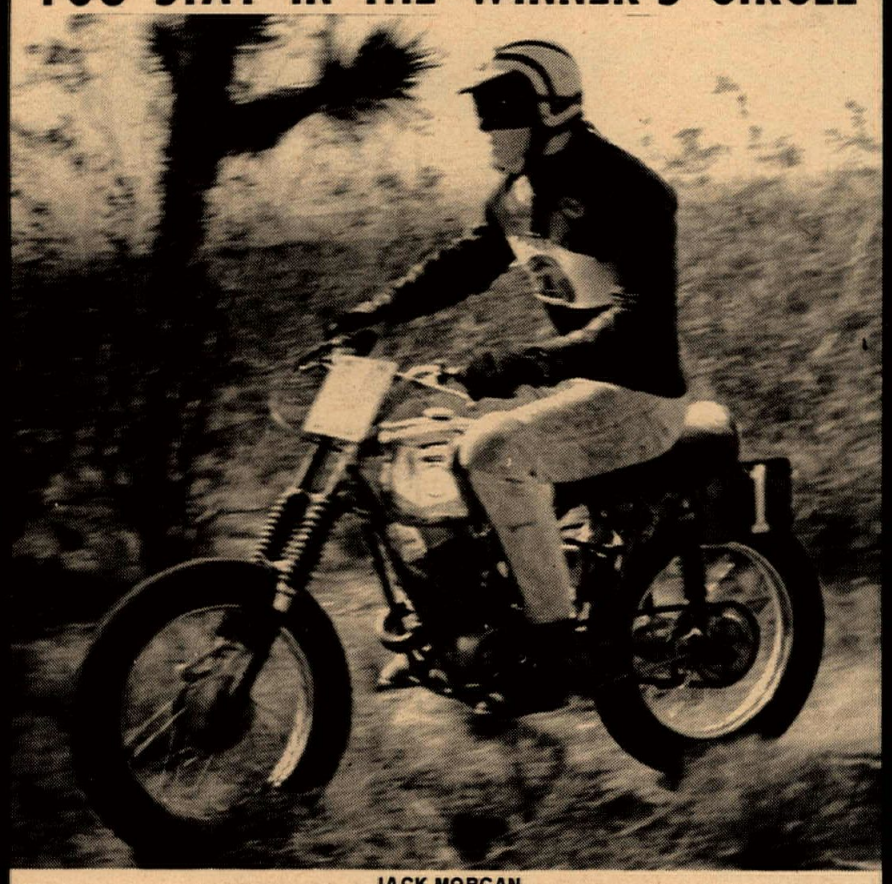

JACK MORGAN
Desert Trailbike Point leader (1735)

LIONS M/C CROSS COUNTRY RACE - July 16, 1967

1st EX. Jack Morgan	HOD
1st AM. R. Jones	HOD
2nd Am. A. Guiliany	HOD
1st P.P. C. Gooding	HOD

LODI, CALIF. - July 21, 1967

100cc NOVICE

Mike Robinson	HOD
Tom Christensen	HOD
Ron Long	HOD
Kevin Sage	HOD

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MANNER TAKES THE MAIN

By Carolyn Richards

After nearly two seasons of riding in Cycle-Land Speedway flattrack events at Chico, Mainer Richards of Oroville earned himself his first five-yard handicap and first place brass on Saturday, July 2.

Richards, riding a borrowed Kawasaki, led the pack all the way home in the 100cc class to impress his Texas grandmother who was attending her first motorcycle race. Mainer's grandmother left Oroville the next day, a real racing fan. She plans to attend the South Texas races when she returns to Corpus Christi.

Dennis Mayhew of Willows and Terry Hughes of Redding, both on Hondas, placed second and third, respectively.

Lots of Little Bikes

Once again 100cc riders comprised more than half of the 31-man field.

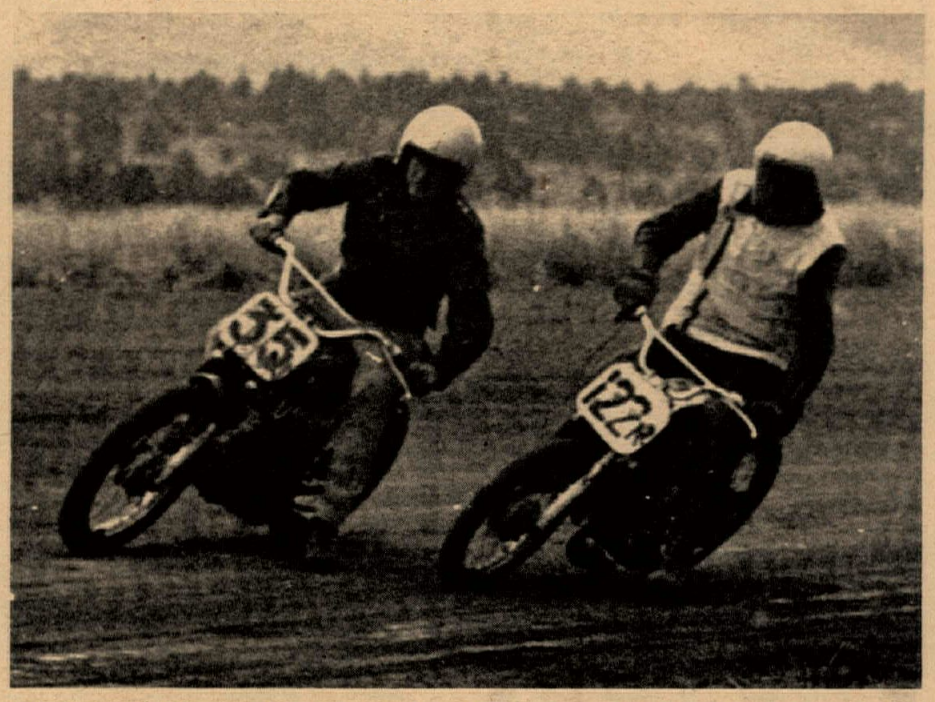
Chauncey Ehman of Hamilton City, home on leave from the U.S. Navy, rode a Yamaha 180 to victory in the 200 class. The Honda-mounted "Bobbsey Twins," Dick Turner of Red Bluff and Mike Rockwell of Oroville, were second and third.

The 250 class ate Bob Vaughan's dust during the entire eight laps. Oroville's popular rider will now be riding his Honda from the 40-yard line because of Cycle-Land's handicap method.

North Highlands' Mike Corcoran rode his Bultaco to second place, followed closely by Perry McLain on a Ducati.

Scratch race time saw Joe Allen of Oroville, on a hot little Moto Betta, run away from the others during the five-laps (where riders in each class with the greatest handicaps get a chance to race from an even start). Turner took the hardware in his class and Vaughan in his.

(Results on page 16)



Mainer Richards (122) punches a 50cc Suzuki and sneaks up on a Honda to take him on the inside.

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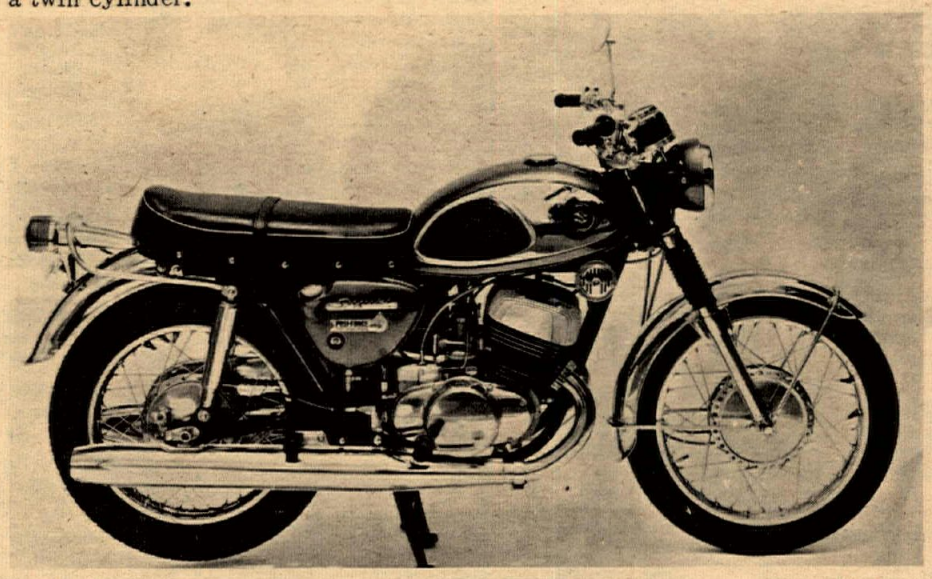
SUZUKI PREVIEWS 500cc TWIN

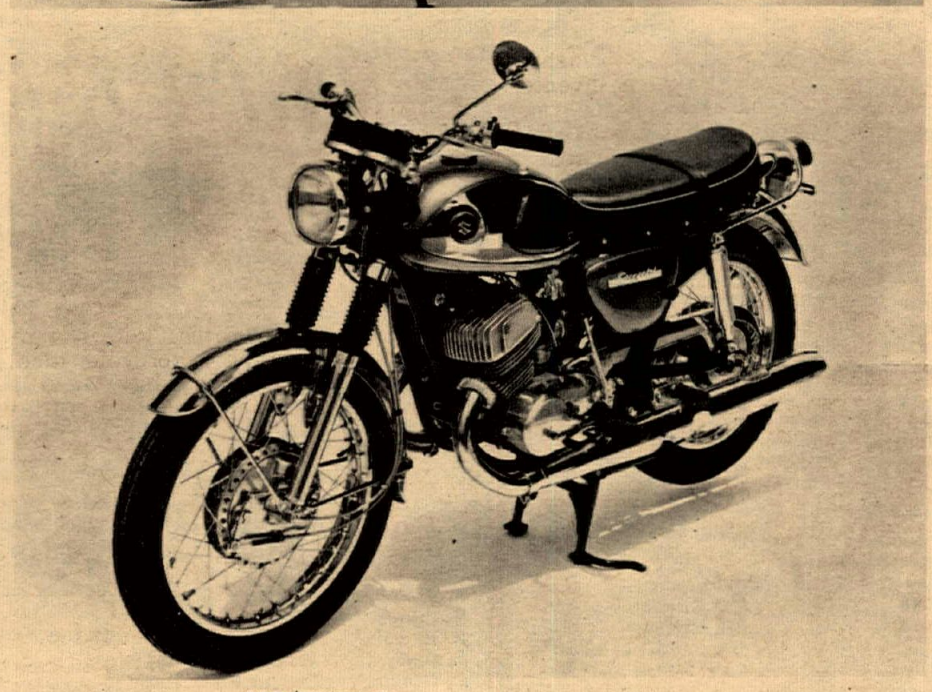
Big 2-cycle Heralds New Era

Japan's first 500 cubic centimeter "dual-stroke" production motorcycle was previewed to the press last week by Suzuki Motor Corp. Called the 500/FIVE, the new machine packs twice the displacement found in Suzuki's world record holding 250cc X-6 Hustler, and according to U.S. Suzuki Motor Corporation president, Osamu Suzuki, its construction represents an engineering accomplishment heretofore thought impossible. Only the German DKW company previously manufactured a 500cc 2-stroke, in 1936. It was also a twin cylinder.

rated tires. A double cradle frame is used, and the new cycle weighs in at about 383 pounds dry. Additionally, the aluminum twin cylinder engine's carburetors (called "altitude compensating" by U.S. Suzuki) insure proper fuel-to-air ratios regardless of altitude or engine rpm.

The 500/FIVE is a major engineering break-through and it is a marketing achievement that may well turn the volatile young sportcycle industry inside out. The outcome may well find the former No. 2 right on top.





In producing the 500/FIVE, Suzuki engineers combined modern two-stroke advantages with large bore displacement. And the results are impressive. Rated at 46 hp from a relatively low 7,000 rpm, the 500/FIVE has turned a standing quarter mile in 13.2 seconds, a time well under that of much larger displacement competition, and has consistent top speeds in the "110 to 120 mph range". Adding to the impressiveness of these figures, Suzuki stated that these speeds were achieved with a 500/FIVE in "the production street-tune in which they will be delivered". The torque and power potential of the 500/FIVE's dual-stroke engines are readily apparent. The new Suzuki may well be the fastest machine in its class, and without question will have far reaching effects upon the entire motorcycle industry.

5-Speeds Forward

Suzuki representatives state that the 500/FIVE will be in dealer showrooms in "early autumn", and their new sportcycle would be available in a choice of three metallic colors—red, blue and gold. Steel fenders, tank trim, rims and exhausts are finished in high quality chrome that is in keeping with the 500/FIVE's prestige position in the Suzuki line. A "Performance Panel" including a separate tachometer and speedometer as standard equipment marks another first for the 500/FIVE. Suzuki spokesmen point out that 500/FIVE also offers the first five speed gear box in this class, and they further note that this explains the "FIVE" part of the 500/FIVE name. Racing-type double leading shoe front brakes are provided, as are race

Suzuki 500/FIVE	SPECIFICATIONS
Engine Type	Air Cooled 2 Cycle
Number of Cylinders	2
Bore x Stroke	70mm x 64mm (2.76" x 2.52")
Displacement	492"
Compression Ratio	6.6 to 1
Ignition System	Battery and Coils
Starter	Kick
Carburetor	Mikuni VM34mm
Lubrication System	Posi-Force
Clutch	Wet Multiple Disc
Transmission	5 speed Constant Mesh
Fuel Tank	Capacity 3-7/10 Gal.
Oil Tank	Capacity 2-6/10 Qt.
Gear Box Oil	Capacity 1-3/10 Qt.
Battery	12V – 7AH
Spark Plug	NGK–B77-HC
Generator	A.C. Generator
Overall Length	80.8"
Overall Width	33.5"
Wheel Base	52.3"
Road Clearance	6.3"
Dry Weight	383 lb.
Caster	64°
Trail	3.91"
Max. Output	46HP/7000 rpm
Max. Torque	37.9 lb.ft./5500 rpm
Tires	Special High Speed Tires
	Rayon Cord
	Front 3.25–19
	Rear 4.00–18
Colors	Candy Apple Gold
	Candy Apple Red
	Candy Apple Blue
Brakes	Front D.L. Shoe 8"
	Rear S.L. Shoe 7"
	PERFORMANCE
SS ¼	13.2 sec.
Max. Top Speed	110 – 120 mph

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RESULTS

All results unofficial unless otherwise noted.

NEXT WEEK- DESERT LIGHTWEIGHT, ENDURO AND CLUB POINT STANDINGS

DISTRICT 37 HEAVYWEIGHT SCRAMBLES POINT STANDINGS
Jan. 8th –July 12th, 1967

By Darwin Ballard

Curr. Rat.	Curr. No.	Name	Pts.
1.	19	J. Rice	627
2.	1	J. Hunter	561
3.	11	B. Fakkeldy	491
4.	8	M. Van Acker	462
5.	2	L. Wilburn	451
6.	23	C.H. Wheat	450
7.	14	M. Posey	438
8.	50	D. Ogilvie	433
9.	240	C. McIntosh	401
10.	16	R. Bonner	383
11.	369	R. Jarret	383
12.	21	C. Minert	366
13.	5	D. Ballard	352
14.	116	T. Dorsch	305
15.	7	M. Darling	273
16.	440	L. Davis	271
17.	499	R. Rodarte	271
18.	330	D. Harlow	267
19.	12	M. Chamberlain	250
20.	35	J. Flores	249
21.	349	R. Mortensen	223
22.	103	R. Stinnert	218
23.	9	B. Jackson	208
24.	83	T. Carroll	201
25.	92	D. Brooks	195
26.	90	B. Ward	185
27.	26	D. Jones	184
28.	614	J. Bailey	181
29.	3	J. Heynemann	179
30.	31	E. Beeching	172
31.	507	D. Teeters	172
32.	99	B. Holst	157
33.	351	R. Fish	155
34.	480	D. Border	153
35.	10	C. Gerardy	148
36.	580	M. Bradley	143
37.	142	R. Nichols	142
38.	148	J. Peterson	139
39.	48	L. Wolf	136
40.	93	C. Patrick	135
41.	193	B. Farnsworth	135
42.	481	D. Jones	128
43.	582	D. Klinkeaburg	123
44.	25	B. McCoy	122
45.	77	R. Wunder	120
46.	327	R. Carpenter	120
47.	33	J. Coode	119
48.	464	G. Kearney	117
49.	59	L. Andrus	110
50.	131	T. Moriarty	109

LOST COYOTES HARE SCRAMBLES July 30, 1967

UNOFFICIAL RESULTS

1.	J.N. Roberts	500 Ex
2.	Jim Martino	500 Ex
3.	Gary Griffin	250 Ex
4.	Bill Hutton	500 Ex
5.	George Walker	250 Am
6.	Dean Crawford	500 Am
7.	Spence Windbiel	650 Nov
8.	D. Kline	250 Ex
9.	Gail Ferrell	500 Am
10.	Allen Marsik	650 Am

CARLSBAD Official Finish
7-30-67

PRODUCTION	
50cc	
Bob Mitchell	Test
Ron Cox	Hon
Tony Nicesa	Suz
100cc	
Rog. Baeder	Kaw
Loren Harris	Yam
125cc	
Keith Hummer	H-D
200cc	
Dick Roll	Suz
Frank Smith	Kaw
Bob Goldsmith	Bul
250cc	
Rick Durkee	Suz
Jim Murphy	Suz
Jim Deehan	Kaw
Ken Brownswood	Suz
UNDER 250 G–P	
Tony Nicosa	Hon
Rog Baeder	Suz
100cc	
V.T. Howard	Yam
Ron Pierce	Hod
Bob Deutchman	Hod
Rick Sherer	Hon
Bob King	Zun
Ed Wright	Hon
Rudy Galindo	Yam
125cc	
Moe Conserrie	Bul
Les Schoenfelder	Hon
200cc	
Larry Pruitt	Yam
Dave Allee	Hon
Dan Guinn	Hon
Larry Schoenfelder	Hon
Barry Sulkin	Hon
Mike Kohn	Par
Steve LeMuray	Hon
250cc	
Ron Pierce	Yam
Jim Deehan	Kaw
Dave Allee	Yam
Fumio Ito	Yam
John Apple	H-D
350cc	
Rick Durkee	Hon
Gerry Howerton	Yam
Byron Black	Kaw
500cc	
Don Vesco	BSA
James Deehan	Hon
Lory Johnson	BSA
OPEN	
Bill Holst	BSA
Jerry Winter	H-D
Howard Utsey	Tri

IRWINDALE DRAGS
July 29, 1967

		E.T.	MPH
TOP STREET: Al Sherwin	H-D	12.62	108.30
RUNNER UP: Harry Couch	Tri	13.65	95.33
AA/GAS: Johnnie Eastes	H-D	12.05	112.00
A/GAS: Art Houston	Tri	–	–
B/GAS: Jerry Nance	Tri	12.39	106.13
B/FUEL: Bob Sirkegian	BSA	11.17	126.58
C/FUEL: Ray Downard	Hon	12.32	101.12

LIONS DRAG STRIP
July 30, 1967

		E.T.	MPH
TOP STREET: Speedy High	H-D	13.64	93.45
TOP GAS: Bob Braverman	Yam	12.39	106.84
TOP FUEL: K.W. Kotalac	Vin	11.72	120.48
STREET			
B – Gaelen Leffeu	Tri	14.12	92.02
D – Gedrge Priest	Hon	15.08	87.12
E – Jerry Neukam	Duc	17.38	71.77
MODIFIED STREET			
AA – Speedy High	H-D	13.64	93.45
B – Dick Strickland	BSA	13.37	98.70
C – Harry Couch	Tri	14.09	90.27
E – Ed Thomas	Gre	17.97	61.94
GAS			
B – Al Brown	Tri	14.87	102.38
D – Bob Braverman	Yam	12.39	106.84
F – Bill Clark	Hon	17.01	72.46
FUEL			
A – K.W. Kotalac	Vin	11.72	120.48
B – Tony Dodge (superbike)	Tri	11.92	123.62

SACRAMENTO TRACKERS LINCOLN July 22, 1967

POWDER PUFF	
Debbie Jackline	
Alice Grant	
100 NOVICE	
Ron Long	Hon
Tom Christensen	Hod
Earl Grant	MB
Dick Vargas	Hod
100 AMATEUR	
James Childress	Bri
Lee Barnes	Hod
Ron Smith	MB
Gary Willis	MB
175 N-AM.	
Milan Vickers	Oss
Robert Bruce	Hon
Roger Oliver	Hon
Merrill Beidelman	Bul
200 N.-AM-EX.	
James Peck	Bul
Tom Booth	Bul
Steve Norberg	Yam
Dan Toby	Bul
250 NOVICE	
Dick Lewis	Suz
Michael Wells	Suz
Ray Vatne	H-D
Curt McMahon	Bul
250 AM-EX.	
Carl Cranke	Tri
Gerald Henderson	Bul
Cal Simpson	Yam
Joe Henry	Suz

SOUTHGATE ACA SHORT TRACK

By Maureen Lee

100cc MAIN EVENT	
1. Tom Rockwood	Hon
2. Gary Calkins	Yam
3. Rick Woods	Hon
4. Stan Rogers	Hon
5. Tony Hochgesang	Bul
100cc TROPHY DASH	
1. Gary Calkins	Yam
2. Don Dudek	Yam
3. Rick Woods	Hon
250cc MAIN EVENT	
1. Stan Rogers	Bul
2. Lee Stumpenhaus	Bul
3. Steve Scott	Bul
4. Rick Woods	Hon
5. Jim Paulnott	Bul
250cc TROPHY DASH	
1. Keith Mashburn	Bul
2. Lee Stumpenhaus	Bul
3. Steve Scott	Bul
4. Stan Rogers	Bul

SOUTHGATE TT SHORT TRACK
July 27, 1967

By Maureen Lee

100cc TROPHY DASH	
1. Stan Rogers	Hon
100cc MAIN EVENT	
1. Tom Rockwood	Kaw
2. Gary Bailey	Hod
3. Stan Rogers	Hon
4. Tom Warren	Bul
5. Don Dudek	Hon
250cc TROPHY DASH	
1. Keith Mashburn	Bul
250cc MAIN EVENT	
1. Lee Stumpenhaus	Bul
2. Keith Mashburn	Bul
3. Stan Rogers	Bul
4. Gary Bailey	Gre
5. Michael Boal	Bul

LODI
July 21, 1967

60	
Jack Moos	Suz
Phil Harris	Suz
Ron Sage	Yam
100 NOVICE	
Mike Robinson	Hod
T.Christensen	Hod
Ron Long	Hod
Kevin Sage	Hod
WOMEN	
Debbie Jackline	Kaw
Sherry Bullard	Bul
Jo Vales	Hon
Lucy Bonds	Bul
100 AM.-EX.	
James Childress	Bri
Robert Knudsen	Bri
Kenny Roberts	MB
Don Hoffman	Hon
200 NOVICE	
Ron Gilman	Bul
Bill McHenry	Bul
Sherwin Kimball	Bul
Gary Jensen	Bul
250 NOVICE	
Don Austin	Bul
Jim Nichols	Bul
Bill Klima	Bul
Richard Roberts	Bul
200 AMATEUR	
Frank Gillespie	Bul
Truce Teixeira	–
Jerry Clark	BS
Merril Beidleman	Bul
250 AMATEUR	
Phillip Hinkle	Bul
Gerald Anderson	Bul
Cliff Spair	CZ
Ralph Gutierrez	Bul
250 EXPERT	
Terry Sage	Bul
Lucky Trethewey	Bul
Elden Hinkle	Bul
Jerry Gray	Hon
350 EXPERT	
Mike Siebert	–
Jimmie Richardson	Hon
Charles Dunbar	Hon
Bill Grose	Hon
500 NOVICE	
George Machado	Tri
Conrad Saxelby	BSA
R.A. Boaz	Tri
Rich McClintock	Hon
650 NOVICE	
Dean Caster	BSA
Terry Philpot	Tri
S. Montgomery	Tri
Dennis McCarty	Tri
500 AMATEUR	
E. Jorgensen	Mai
Cliff Spair	Tri
Chris Brown	Hon
Jack Silveira	Tri
650 AMATEUR	
Tiffin Mullenax	Tri
Frank Sanchez	Tri
Wayne Chase	H-D
Tommy Burnett	BSA
650 EXPERT	
Fred Sumrall	Tri
Bruce Anderson	BSA
Wm. Kreeger	Tri

LIONS MC CROSS COUNTRY RACE
July 16, 1967

250cc & OPEN EVENT			
* 1. W. Ramsey	1st	Lt Wt Ex	Gre
* 2. H. Backer	1st	Lt Wt Am	Hus
* 3. C. Calvert	1st	Op Nov	BSA
4. G. Zuber	2nd	Lt Wt Am	Gre
* 5. K. Renick	1st	Lt Wt Nov	Mon
* 6. J. Bentley	2nd	Lt Wt Nov	Hus
* 7. B. Hedrick	2nd	Op Nov	Hus
8. A. Vanderpool	2nd	Lt Wt Ex	Hus
* 9. D. Dixon	3rd	Lt Wt Nov	Gre
10. M. Fox	3rd	Lt Wt Am	Gre
11. W. Hatfield	3rd	Op Nov	Tri
*12. J. Stemmer	1st	Op Ex	Tri
13. J. Anderson	4th	Lt Wt Am	Hus
14. W. Goff	4th	Lt Wt Nov	Hus
15. K. Lance	4th	Op Nov	Tri
16. N. Niles	3rd	Lt Wt Ex	C-Z
17. J. Martin	5th	Op Nov	Mat
18. R. Von Dyck	6th	Op Nov	BSA
19. P. Vallon	5th	Lt Wt Nov	Bul
20. H. Law	7th	Op Nov	BSA
21. B. Dockery	6th	Lt Wt Nov	Mon
22. B. Henry	2nd	Op Ex	Tri
23. J. Shane	7th	Lt Wt Nov	Gre
24. G. Gast	8th	Lt Wt Nov	Mon
25. H. Markham	9th	Lt Wt Nov	Bul
26. L. Dobbs	8th	Op Nov	Mat
27. L. Slaughter	3rd	Op. Ex	Tri
28. L. Berg	10th	Lt Wt Nov	Mon
29. D. Hostetter	11th	Lt Wt Nov	Jaw
30. H. Corey	9th	Op Nov	Hon
31. S. Colvin	5th	Lt Wt Am	Bul
32. D. Vick	4th	Op Ex	Hus
33. E. Rosa	4th	Lt Wt Ex	Hus
34. J. Kenyon	5th	Lt Wt Ex	Gre
35. K. Rennick	12th	Lt Wt Nov	Mon
36. J. Glenn	13th	Lt Wt Nov	Gre
37. H. Gipe	6th	Lt Wt Am	Hus
38. B. Johnson	Only	Op Am	Tri
39. P. Marchind	10th	Op Nov	Tri
40. L. Williams	14th	Lt Wt Nov	Bul
41. L. Pickard	15th	Lt Wt Nov	Gre
100cc EVENT			
* 1. J. Morgan	1st	Ex	Hod
* 2. R. Vanderpool	1st	Nov	Yam
* 3. R. Goodman	2 nd	Nov	Hod
4. R. Jones	1st	Am	Hod
5. A. Guiliany	2nd	Am	Hod
* 6. H. Bagley	3rd	Nov	Hon
* 7. B. Bowling	4th	Nov	Hod
* 8. R. Roll	5th	Nov	Bul
9. S. Whitten	2nd	Ex	Yam
10. L. Ford	6th	Nov	Hod
11. R. Horner	7th	Nov	Hon
12. B. Drawe	8th	Nov	Bul
13. J. Perrin	9th	Nov	Hod
14. J. Miller	10th	Nov	Hod
15. H. Henderson	11th	Nov	Hod
16. P. Hosmer	12th	Nov	Hon
17. K. Shryock	13th	Nov	Hod
18. L. Harmon	3rd	Ex	Hon
19. W. Powell	14th	Nov	Hod
20. J. Miller	15th	Nov	Hod
21. C. Byers	16th	Nov	Hon
22. R. Mohrlock	17th	Nov	Hod
23. M. Cotton	18th	Nov	Hod
24. R. Burnett	4th	Ex	Hod
25. M. Darby	19th	Nov	Bul
26. C. Gooding	Powder	Puff	Hod
27. F. Smith	20th	Nov	Suz
28. J. Johnson	21st	Nov	Hod
29. B. Morris	22nd	Nov	Hod
30. F. Palazzo	23rd	Nov	Hod
31. H. Strong	24th	Nov	Zan
32. B. Deutschman	5th	Ex	Hod
33. R. Phillips	Yam		Yam
34. G. Smith	26th	Nov	Bul
35. B. Morris	27th	Nov	Hod
36. Y. Goodman	Powder	Puff	Yam
37. C. Bongianni	28th	Nov	Hod

* Denotes Trophy Winners

ELSINORE TT
July 30, 1967

100 NOVICE	
K. Wilson	Hod
R. Durand	Hon
D. Emmons	Yam
200 NOVICE	
D. Uall	Bul
J. Dailey	Bul
F. Clark	Tri
250 NOVICE	
G. Lane	Bul
L. Hearn	Yam
L. Clark	
500 NOVICE OPEN	
B. Harlan	Mat
B. Reams	Tri
L. Simpson	Tri
350 NOVICE	
W. La Counte	Hon
B. Clark	Hon
W. Dibble	Hon
100 EXPERT	
P. Wood	Yam
K. Wilson	Hod
V. Biedenbock	Bul
200 EXPERT	
J. Hart	Tri
250 EXPERT	
T. Taylor	Bul
R. Bank	Bul
350 EXPERT	
J. Koto	BSA
A. Ellis	Hon
C. Cargo	BSA

HILLTOPPERS SCRAMBLES
Susanville, July 16, 1967

By Carolyn Richards

100cc NOVICE CLASS	
1. Tom Bruckenstein	Hod
2. Dennis Mayhew	Hon
3. Pat Courley	Hon
100cc AMATEUR CLASS	
1. Phillip Heyrend	Yam
2. Manfred Heyrend	Yam
3. George Becker	Kaw
200cc NOVICE CLASS	
1. George Sema	Bul
2. Jack Pine	Hon
3. Homer Hybarger	Hon
200cc AMATEUR CLASS	
1. Doug Wood	Bul
2. Charlie Stewart	
3. Rodger Morton	
250cc NOVICE CLASS First Heat	
1. James Erwin	
2. Tom Long	
250cc NOVICE CLASS Second Heat	
1. Doug Busey	
2. Duane Sanden	
250cc AM-EX. CLASS	
1. Bob Vaughan	Hon
2. Ed Thayer	Bul
500cc OPEN CLASS	
1. Roger Houston	
2. Steve Harp	
650cc NOVICE CLASS	
1. Dale Rich	
2. Bill Smith	
650cc AMATEUR CLASS	
1. Charlie Stewart	
2. Jim Darrah	

EL MIRAGE TT Scrambles July 30, 1967

MAIN EVENT 0-80cc	
1. Frank Vallefuoco	
2. Reg Jones	
3. Bill Hardin	
4. Fred Mendez	
5. Tim Walton	
81-125cc	
1. Larry Welborn	
2. George Ramey	
3. C.L. Mackie	
4. Bud "Three Lap" Denslow	

ASCOT HALF-MILE
July 29, 1967

15 Lap Expert Main	
Elliott Schult	Enf
Blackie Bruce	BSA
Dan Haaby	BSA
Pat Gosh	Tri
Mel Lacher	H-D
10 Lap Amateur Main	
Phil Todd	BSA
Gary Waldo	H-D
Ron Lacher	BSA
Lenny Earl	H-D
M. MacDonald	BSA
8 Lap Novice Main	
R. Ellisarras	Suz
Dave Smith	H-D
George Omo	Mon
Joe Hamilton	Yam
Ralph Acosta	H-D

SCTA ENGLISH TRIALS
Miramar, July 23, 1967

MASTER	
1. Jim Wilson	Tri
2. Jack Ward	Tri
3. Bob Nickelsen	Gre
4. Dave Evans	Bul
5. Bob Lersch	Gre
EXPERT	
1. Bill Stowers	Gre
2. Jim Cameron	Mon
3. Don Morgan	Mat
4. Forest Wilson	Suz
5. Charlie Hogue	Hod
AMATEUR LIGHTWEIGHT	
1. T.K. McGeachin	Bul
2. Chet Kohler	Tri
3. Ronnie Roach	Tri
4. Bruce Dunford	Tri
5. John Walters (tie)	Hon
5. John Penner (tie)	Gre
AM. ULTRA LIGHTWEIGHT	
1. Geoff Hammmond	Hon
2. Lee Rombeau (tie)	Hod
2. Bob Brookhart (tie)	Hod
3. Jim Staley	Hod
4. Dexter Kinnaird	Hod
5. Mike Thornton	Hod
AMATEUR WOMEN	
1. Carol Stone	Gre
2. Jacqualine Mobley	Bul
3. Joan Wilson	Hod
4. Terry White	Yam
5. Carol Lawrence	Yam

SANTA ROSA, CALIF MILE TRACK - July 30, 67

25 Mile Expert Final	
Mert Lawwill	H-D
Jim Nicholson	Tri
Dan Haaby	H-D
Elliott Schultz	Enf
Eddie Mulder	Tri
Blackie Bruck	BSA
Mel Lacher	H-D
Clyde Litch	H-D
Ted Davis	BSA
Pat Gosch	Tri
Phil Cancilla	BSA
Bob Bailey	Tri
Chuck Jones	BSA
Eddie Wirth	H-D
Rich Hardmeyer	Tri
Al Lauer	BSA
Time: 15;05;82	
10 Mile Amateur Final	
Mark Williams	BSA
Jimmy Odom	Tri
Roger Goldthwaite	Enf
Earl Lout	H-D
Lloyd Houchins	BSA
Time: 6:16:17	

ACA ORANGE CO.
July 26, 1967

100cc TD	
Gary Calkins	Yam
250cc TD	
Eddie McGregor	
100cc MAIN	
1. Gary Calkins	Yam
2. Rick Woods	Yam
3. Gary Kearns	Yam
4. Pat Gosch	Ital
5. David Quiroy	Gil
250cc MAIN	
Rick Woods	Duc
Mike Spitzer	Hon
Randy Layne	Hon
Eddie McGregor	H-D
Robert Soppeland	Bul
500cc	
1. Rick Woods	BSA
2. Jim Doron	Vel

AMA CLASS A SHORT TRACK
Bellingham, Wash. July 29, 1967

TROPHY DASH	
Butch Haywood	Duc
Bill McDaniel	Duc
Loren Hubbard	Suz
C MAIN	
Ed Fleming	Duc
Glen Bistol	Hon
Mike Richardson	Duc
Darrell Dent	H-D
Jim Harris	Kaw
Dave Smoot	Duc
Mike Olsen	Duc
B MAIN	
Dale Cottrell	Duc
Mark Anderberg	Hon
Dayton McKinze	Duc
Mike Johnson	H-D
Jim Carter	Duc
Bill Huckford	Duc
A MAIN	
Bob Budshat	Duc
Ron Hoppe	Duc
Bob Strode	Duc
Butch Harwood	Duc
Bill McDaniels	Duc
Chris Hansen	H-D
Bruce Sebring	Duc

CYCLE-LAND SPEEDWAY
Saturday, July 22, 1967

By Carolyn Richards

100cc CLASS	
1. Mainer Richards	Kaw
2. Dennis Mayhew	Hon
3. Terry Hughes	Hon
200cc CLASS	
1. Chauncey Ehman	Yam
2. Dick Turner	Hon
3. Mike Rockwell	Hon
250cc CLASS	
1. Bob Vaughan	Hon
2. Mike Corcoran	Bul
3. Perry McLain	Duc

NEXT WEEK:

110

Mile National

DISTRICT 37 DESERT HEAVYWEIGHT POINT STANDINGS INCLUDES ALL EVENTS UP TO JULY 8, 1967

Po.	Rid.#	Name	Pts.	Class
1.	13	J.N. Roberts	1625	Ex.
2.	35	Steve Hurd	1050	Ex.
3.	3	Jack Byers	1016	Ex.
4.	7	Larry Bergquist	946	Ex.
5.	180	Dick Dean	940	Ex.
6.	82	Bruce Lewellyn	900	Ex.
7.	2	Gary Preston	845	Ex.
8.	6	Lon Peterson	752	Ex.
9.	38	Ron Fry	719	Ex.
10.	470	Oliver Angell	715	Ex.
11.	42	Ken Knudsen	690	Ex.
12.	542	Mase Ryon	686	Am.
13.	1	Reed Price	644	Ex.
14.	8	James Martino	637	Ex.
15.	155	Ron Sloan	616	Am.
16.	90	Bud Ekins	607	Ex.
17.	4	Mike Patrick	606	Ex.
18.	115	Gail Ferrell	559	Am.
19.	403	Orie Cole	521	Am.
20.	33	Howard Beach	515	Ex.
21.	231	Wally Casperson	491	Am.
22.	676	Al Baker	470	Am.
23.	45	Ronnie Rondell	453	Ex.
24.	22	Doc Bryce	450	Ex.
25.	24	Jerry Perkins	450	Ex.
26.	85	Fred Reva	422	Ex.
27.	469	Bill Hutton	420	Ex.
28.	178	Jon Thomas	405	Am.
29.	65	Ed Farrell	400	Am.
30.	25	Steve Kirk	385	Ex.
31.	29	Bob McLaughlin	384	Ex.
32.	37	Hobie Alter	380	Am.
33.	21	Richard Braden	368	Ex.
34.	20	James Camaret	353	Ex.
35.	12	John Gaetz	351	Ex.
36.	14	Doyle Fields	345	Ex.
37.	64	Bill Fullmer	336	Ex.
38.	30	Bud Harvey	335	Ex.
39.	32	Bob Stewart	335	Am.
40.	86	Guy Smith	333	Am.
41.	70	Gene Dempsey	330	Ex.
42.	10	Dick Fletcher	328	Ex.
43.	41	Clinard Swafford	310	Ex.
44.	797	Allen Marsik	309	Am.
45.	103	Sam Dempsey	305	Am.
46.	234	Sam Gardner	305	Am.
47.	412	Richard Phillips	305	Am.
48.	48	Gene Smith	299	Ex.
49.	66	Bob Ewing	296	Ex.
50.	63	Jim Corning	271	Am.
51.	245	David Baker	286	Am.
52.	80	Art McKnight	270	Ex.
53.	193	George Zuber	266	Am.
54.	84	William Hammer	263	Am.
55.	9	Mike Burke	261	Ex.
56.	71	Dave Lewis	243	Am.
57.	76	Tom Simpson	235	Am.
58.	61	Wes McAllister	231	Am.
59.	34	Barry Hirst	230	Ex.
60.	55	Ray Bierman	225	Ex.
61.	610	Carter Robins	225	Nov.
62.	108	John Lloyd	216	Am.
63.	195	Richard Robbins	216	Nov.
64.	511	Spence Windbiel	214	Nov.
65.	46	Keefer Flanner	200	Am.
66.	31	Tom Maxwell	197	Ex.
67.	5	Dick Vick	195	Ex.
68.	137	Don Finley	195	Nov.
69.	75	Mil Green	183	Ex.
70.	58	John Steen	177	Ex.
71.	551	John Coots	175	Am.
72.	56	Bill Bradshaw	171	Am.
73.	282	Roger Sides	170	Nov.
74.	323	Chuck Nelson	168	Nov.
75.	16	Bobby Ferro	165	Ex.
76.	141	Phillip Langham	164	Am.
77.	124	Richard Ruffell	160	Am.
78.	201	James Marshall	160	Am.
79.	219	Dennis Rempel	160	Nov.
80.	176	John Baker	159	Nov.
81.	454	Bill Bland	157	Nov.
82.	239	Bob Bailey	156	Ex.
83.	109	Johnie Carroll	155	Am.
84.	354	Craig Shepherd	155	Nov.
85.	36	Dick Gilman	150	Ex.
86.	57	Steve Hill	148	Am.
87.	274	Harold Mortensen	148	Nov.
88.	49	Warren Seigfred	147	Am.
89.	87	Donald Hinckley	146	Am.
90.	514	Dick Romas	145	Am.
91.	100	William Ramstetter	142	Am.
92.	39	Len Miller	141	Am.
93.	549	Chuck Lee	138	Ex.
94.	166	John Larsen	135	Am.
95.	302	Neil Holt	134	Nov.
96.	543	Earl Roesler	133	Nov.
97.	104	M.L. Stevens	130	Am.
98.	74	Jim White	128	Am.
99.	192	Guy Rasmussen	127	Nov.
100.	67	Ralph Dahlquist	125	Am.
101.	364	C. Brewster	120	Ex.
102.	53	Bill Johnson	118	Am.
103.	423	Ed Musselman	116	Am.
104.	60	Jack Ross	115	Ex.
105.	88	Garry Schuelke	115	Nov.
106.	264	Dick Miller	115	Nov.
107.	129	Dennis Bergquist	112	Nov.
108.	406	Dennis Stinson III	111	Nov.
109.	146	Nick McLean	110	Am.
110.	143	Ray Perkins	106	Nov.
111.	28	Bob Reddish	102	Ex.
112.	69	Bill Staats	100	Am.
113.	43	John Beach	98	Am.
114.	93	Stephen Haver	96	Am.
115.	17	Bill Bogner	95	Am.
116.	700	Glenn Peterson	95	Nov.
117.	52	Marvin Steele	94	Am.
118.	331	Gene Harvey	93	Nov.
119.	27	Rod Pack	90	Am.
120.	101	Terry Jetton	90	Ex.
121.	163	Jack Griffin	85	Nov.
122.	634	Wayne Peterson	85	Nov.
123.	312	Joe True	84	Nov.
124.	96	Ron Weightman	81	Am.
125.	77	Tim Smith	80	Ex.
126.	382	Bernie Coyne	80	Nov.
127.	249	Stan Gorgura	79	Am.
128.	373	Bill Turner	75	Nov.
129.	283	Henrey Wessel	73	Nov.
130.	276	Richard Mulliner	72	Nov.
131.	861	Don Houser	71	Am.
132.	11	Glenn Thomas	70	Ex.
133.	648	David Brewer	70	Nov.
134.	217	John Beems	69	Nov.
135.	94	Tom Center	68	Am.
136.	118	Bob Garnett	67	Am.
137.	437	Brad Thomas	66	Nov.
138.	199	Arvie Blackstone	65	Am.
139.	54	Eddie Hice	64	Am.
140.	73	Ken Knowles D.D.S.	64	Am.
141.	177	Willy Taylor	64	Ex.
142.	262	Jim Porcaro	64	Nov.
143.	710	Andre Pillon	61	Ex.
144.	18	Dick Camp	60	Ex.
145.	387	Bud Hendrick	60	Nov.
146.	421	Bud Bailey	60	Nov.
147.	135	Al Rogers	59	Ex.
148.	47	Bob Mazzenga	55	Am.
149.	102	Bob King	55	Ex.
150.	132	Bob Dailey	55	Am.
151.	159	Tom Hoyle	55	Nov.
152.	608	Mike Akin	55	Nov.
153.	917	Gary Conrad	55	Ex.
154.	156	Phil Holcomb	54	Nov.
155.	314	Richard Gee Jr.	53	Nov.
156.	114	Norm McDonald	52	Am.
157.	197	Ronald Wilson	50	Nov.
158.	220	Don Ogilvie	50	Am.
159.	929	Lynn Cole	50	Am.
160.	589	Robert Flint	48	Nov.
161.	409	Robert Nakonieczivy	47	Nov.
162.	126	Bill Biscoe	46	Ex.
163.	89	Dusty Coppage	45	Ex.
164.	97	Jim Dorman	45	Nov.
165.	142	Hal Needham	45	Nov.
166.	661	Rex Hopkins	45	Am.
167.	210	Bob Bittle	44	Nov.
168.	411	Frank Braden	44	Nov.
169.	827	Jerry Randall	44	Nov.
170.	456	Jack Lund	42	Nov.
171.	72	William Morales	40	Ex.
172.	684	Steve Zabaro	40	Am.
173.	632	Jack Lapraik	39	Ex.
174.	332	E. G. Smith	37	Nov.
175.	489	Lester McCullouh	36	Nov.
176.	117	Alan Fox	35	Am.
177.	134	Paul Stoneking	35	Nov.
178.	187	C.O. Hytten	35	Nov.
179.	569	Kirk Oswell	35	Nov.
180.	603	Gale Hogan	35	Am.
181.	229	Clayton Jiles	34	Am.
182.	467	William Mo fow	33	Nov.
183.	388	Chuck Dillahay	32	Am.
184.	552	Wally Dempsey	32	Nov.
185.	237	Vic Bartholomew	30	Nov.
186.	251	Walter Hoffman	30	Nov.
187.	372	Ronald Romero	30	Nov.
188.	478	David Sabin	30	Nov.
189.	216	Richard Vincent	28	Nov.
190.	278	James Lovelady	28	Nov.
191.	621	Gary Fodar	28	Nov.
192.	428	Glen Williams	27	Nov.
193.	691	Ronald Martin	27	Nov.
194.	169	Jim Merriken	26	Nov.
195.	218	Donald Glasgow	25	Nov.
196.	612	Tom Martin	25	Nov.
197.	622	Raymond Jones	25	Nov.
198.	915	Phil Hoebel	25	Nov.
199.	801	Calvin Sukut	24	Nov.
200.	15	Ben Bok	23	Ex.
201.	145	Michael Mullen	23	Nov.
202.	369	Roger Stark	23	Nov.
203.	550	Donald Jennings	23	Nov.
204.	173	Mike Haller	22	Nov.
205.	275	Tim Witham	22	Nov.
206.	593	Ray Yinger	22	Nov.
207.	79	Bob Arison	21	Ex.
208.	127	C.R. Gibson	21	Ex.
209.	128	Dick Constable	21	Nov.
210.	266	Bruce Thomas	21	Nov.
211.	327	Don Wimpress	21	Nov.
212.	419	D.N. Roudebush	21	Nov.
213.	425	David Lehmann	21	Nov.
214.	179	Bill Zaremba	20	Am.
215.	392	Lawrence Allen	20	Nov.
216.	560	Richard Forrest	20	Am.
217.	602	Kenball Anderson	20	Nov.
218.	232	Don Bohannan	19	Ex.
219.	486	Doyle Houk	19	Nov.
220.	51	Lyle Simpson	18	Ex.
221.	161	John Rayborn	18	Am.
222.	112	Jim Vesley	17	Am.
223.	775	Ronnie Francis	17	Nov.
224.	150	Cliff Bole	16	Nov.
225.	152	Jesse Goldberg	16	Am.
226.	583	Gary Nichols	16	Nov.
227.	753	William Hooper	16	Nov.
228.	194	Michael Hinshaw	15	Nov.
229.	196	Dick Smith	15	Am.
230.	300	Michael Seitz	15	Nov.
231.	390	Tom Sanborn Jr.	15	Nov.
232.	431	William Jenner	15	Nov.
233.	538	James Robb	15	Nov.
234.	647	Richard Hughes	15	Nov.
235.	719	Joe Hooker	15	Nov.
236.	44	Buss Jarl	14	Am.
237.	241	Russell Peltz	14	Nov.
238.	256	Stephen Paladino	14	Nov.
239.	358	Robert Sizer	14	Nov.
240.	284	Don Prosser	13	Nov.
241.	716	Mike Schmitt	13	Nov.
242.	751	Pete Sterling	13	Nov.
243.	322	Stan Hoofman	12	Nov.
244.	417	William Bradford	12	Nov.
245.	441	Arthur Heinrich	12	Nov.
246.	636	John English	12	Nov.
247.	836	Bill Moore	12	Nov.
248.	215	Michael McCreery	11	Nov.
249.	157	Kenneth Watkins	10	Nov.
250.	202	Robert Forrest	10	Nov.
251.	263	Al House	10	Am.
252.	350	Norman Green	10	Nov.
253.	488	A. Huss	10	Nov.
254.	113	Bob Winegar	9	Nov.
255.	236	Charles Orr	9	Nov.
256.	238	Les Horn	9	Am.
257.	375	Jim Hurst	9	Nov.
258.	553	John Murrin	9	Nov.
259.	914	Robert Dean	9	Nov.
260.	204	Chuck Sugar	8	Nov.
261.	368	Robert Duncan	8	Nov.
262.	430	Jim Foster	8	Nov.
263.	494	Jerry Jackson	8	Nov.
264.	703	Dick Ziker	8	Nov.
265.	188	Donald Henry	7	Nov.
266.	355	Clete Hruska	7	Nov.
267.	429	John Shirley	7	Nov.
268.	558	John Lamson	7	Am.
269.	285	Bud Jolleson	6	Nov.
270.	384	Nicholas Raino	6	Nov.
271.	484	Howard Hatfield	6	Nov.
272.	758	Earnest Alexander	6	Nov.
273.	678	Richard Codaa	5	Nov.
274.	821	Pete Klassem	5	Nov.
275.	333	Robert Campuzano	4	Nov.
276.	359	Lee Roan	4	Nov.
277.	361	David Morgan	4	Nov.
278.	541	Larry Brock	4	Nov.
279.	123	Boyd Sharp	3	Nov.
280.	335	Richard Miller	3	Nov.
281.	393	Larry Plank	3	Nov.
282.	404	Lynn Bennett	3	Nov.
283.	452	Ed White	3	Nov.
284.	629	Al Adkins	3	Nov.
285.	740	Gary Laesser	3	Nov.
286.	774	Al Francis	3	Nov.
287.	834	Michael Kotrba	3	Nov.
288.	418	Arman Seib	2	Nov.
289.	480	Gary Lindley	2	Nov.
290.	289	Gale Ward	1	Nov.
291.	401	Larry Baker	1	Nov.

2nd quarter point standing up to and including June 25th for TRAILBIKE DESERT

By Ken Peterson

	Name	No.	Div.	Pts.
1.	Jack Morgan	1	1	1735
2.	Jack Froelich	252	1	1275
3.	Frank Morgan	3	1	965
4.	Roy Barnett	15	1	818
5.	Dick Wright	14	1	795
6.	Rich Walden	4	1	735
7.	Cleve Thomas	30	1	685
8.	Jan Ditson	5	1	680
9.	Pete Foster	19	1	680
10.	Wes Anderson Jr.	27	1	679
11.	Tom Ruddy	36	1	655
12.	Tom Fee	18	1	637
13.	Frank Wheeler	12	1	555
14.	John Harrison	132	2	554
15.	Rosemarie Martino	28	1	521
16.	John Maroney Jr.	165	2	519
17.	William Lindsay	29	1	507
18.	John Stein	187	2	435
19.	Ed Scheidler	520	1	410
20.	Hime Oshima	17	2	405
21.	Bob Clark	98	2	405
22.	James Alsup	26	2	401
23.	Jack Krizman	280	1	400
24.	Rod Robbs	32	2	380
25.	Eric Jensen	449	2	341
26.	Leo Froelich	63	2	327
27.	Doug Yerkes	222	1	315
28.	Robert Waters	135	2	305
29.	Mitchell Miller	544	2	305
30.	Scott La Praik	58	2	304
31.	Duane Roehr	76	2	292
32.	Wallace Dibble	219	2	280
33.	Greg Miller	205	1	265
34.	James Jacklett	483	2	265
35.	Kenneth Markham	53	2	261
36.	Dave Douglas	51	2	250
37.	Michael McClure	257	2	243
38.	Rick Stumpf	57	2	241
39.	Norm Benham	10	1	230
40.	Jeffery Heiminger	303	2	229
41.	Al Baker	21	2	220
42.	Alan Giuliany	39	2	213
43.	Don Reejnolds	554	2	210
44.	Roger Roser	333	2	208
45.	Tony Clark	284	2	205
46.	Robert Paxton	13	1	200
47.	Thomas Hoyle	570	2	185
48.	Jim Lane	347	3	184
49.	Bob Steffan	16	1	180
50.	Jack Perrin	188	3	179
51.	Bob Ewing	118	3	169
52.	Kenneth Cameron	363	3	165
53.	Terri Bryce	33	2	160
54.	Lynn Wilson	84	2	158
55.	Bill Gaines	109	3	155
56.	Carl Iverson	298	3	155
57.	Steve Scott	400	1	155
58.	Pierre Montgomery	60	2	142
59.	Richard Chambers	329	3	137
60.	Red Thomas	518	2	137
61.	Bill Landefeld	59	1	136
62.	Lloyd Taylor	210	3	130
63.	Monte Lee	399	3	119
64.	David Rymal	52	2	116
65.	Wes Anderson Sr.	25	2	110
66.	Mike Payse	331	3	105
67.	Carl Steven	7	1	100
68.	Ron Matheny	9	1	100
69.	Donald Payse	330	3	100
70.	Bob Thomas	525		100
71.	Jim Mahoney	574	3	98
72.	Dwight Furnish	482	3	97
73.	Thomas Jenkins	119	3	96
74.	Carl Bergman	166	3	96
75.	Stan Leak	49	2	95
76.	Jim West	310	3	91
77.	Dennis Bergquist	610	3	90
78.	Darryl McKay	134	3	88
79.	William Kelly	320	2	85
80.	John Sandeen	494	3	85
81.	Jerome Johnson	558	3	84
82.	Mary Ann Eyre	158	3	82
83.	Laurence Mulock	442	3	80
84.	Tracy Holmes	550	2	80
85.	Ron Gibson	147	3	79
86.	Barry Eisenberg	201	3	78
87.	Gene Hensley	386	3	78
88.	Sandra Termin	92	3	73
89.	David Williams	6	1	70
90.	Jim Saunders	248	3	70
91.	James Stone	293	3	70
92.	David Anderson	324	3	69
93.	John Walgamuth	529	3	68
94.	Joseph Todd	578	3	67
95.	Jim Sandefer	42	2	65
96.	Dennis Pomato	85	3	65
97.	Daniel Etheridge	626	3	65
98.	David Messer	66	2	64
99.	John Sampson	372	3	61
100.	Steven Tuso	174	3	60
101.	John McLaughin	447	1	60
102.	Gary Little	665	3	60
103.	Gary Bailey	690	1	60
104.	Vince Eyre	152	3	59
105.	John Patterson	307	3	59
106.	Richard Bleak	322	3	57
107.	David Oshima	101	3	56
108.	Julian Marquez	356	3	56
109.	Hank McGill	87	3	55
110.	Joey Sanders	96	3	55
111.	Bill Babroff	460	3	55
112.	Don Houser	592	1	55
113.	Al Ferdman	83	3	54
114.	Randy Devine	106	3	53
115.	Jerry Eyre	243	3	52
116.	Donald Urbanck	589	3	52
117.	Wm. Blakeslee	190	2	51
118.	Joe Bihari	61	2	50
119.	Bob Jones	68	2	50
120.	James Webb	117	3	50
121.	E.C. Birt	255	3	50
122.	Warren Burrell	551	3	50
123.	Bill Friant	691	1	50
124.	Bill Moore	86	3	47
125.	Hayward Mendenhall	361	2	45
126.	Joe Forlizzi	406	3	45
127.	Dave Clark	458	3	45
128.	Don Feehrer	263	3	43
129.	John Klocker	103	3	42
130.	Glenn Scott	326	3	42
131.	Jack Spencer	140	3	40
132.	Jim Gordon	226	3	40
133.	Larry Hedden	422	3	40
134.	Randy Klassen	453	3	40
135.	Charles Johnson Jr.	444	3	36
136.	David Dauer	177	3	35
137.	Alex MacPherson	213	3	35
138.	Ron Burpo	541	3	35
139.	Norm Fischer	445	3	31
140.	Brian Klock	587	3	31
141.	Tom Winne	55	2	30
142.	Dennis Carlson	454	3	30
143.	Sherman William	603	3	30
144.	Tina Peterson	200	3	27
145.	Randy Waldon	224	3	27
146.	Vern Autrey	401	3	26
147.	James Gilchrist	93	3	25
148.	George Currier	182	3	25
149.	Jim Curry	375	3	25
150.	John Abbate	530	3	25
151.	Don Eide	583	3	25
152.	Jerry Bartlett	612	3	25
153.	David Brooks	660	3	25
154.	Rick Wright	266	3	23
155.	Gordon Phil Brook	290	3	23
156.	Lee Lehman	50	2	21
157.	James O'Neill	253	3	21
158.	Michael Harper	301	3	21
159.	M.L. Pennington	304	3	21
160.	Fred Miller	408	3	21
161.	Don Cooper	463	3	21
162.	David Washburn	502	3	21
163.	Wayne Taylor	606	3	21
164.	Jeff Knapp	287	3	20
165.	E.M. Bell	155	3	18
166.	Hal Sandefer	503	3	18
167.	Steve Holladay	236	3	17
168.	Robert Yarak	532	3	17
169.	Jim Hallifield	148	3	16
170.	Don Sillings	249	3	16
171.	Don Redmayne	323	3	16
172.	James Furnish	534	3	16
173.	Skeet Wiley	617	3	16
174.	Jack Dennenberg	282	3	15
175.	J.C. Abel	295	3	15
176.	Fred Hawkins	346	2	15
177.	Bob Pickett	481	3	15
178.	Robert Thompson	552	3	15
179.	Bill Gomen	325	3	14
180.	Tip Rahm	56	2	12
181.	Betty Price	203	3	12
182.	William Thompson	258	3	12
183.	Clarence Willis	262	3	12
184.	Robert Callahan	415	3	12
185.	Dean Cordell	667	3	12
186.	Jeff Creager	381	3	11
187.	James LeBlanc	663	3	11
188.	Robbin Bachman	254	3	10
189.	Gerald Taylor	340	3	10
190.	Robert Griffin	384	3	10
191.	Casey Lane	443	3	10
192.	George Ramey	594	3	10
193.	Joe Bowen	43	2	9
194.	Buster Kohlhoff	250	3	9
195.	Terry Nichols	365	3	9
196.	Robert Hammond	451	3	9
197.	Kenneth Hyde	649	3	9
198.	Jim Rodine	286	3	8
199.	Al Limpach	526	3	8
200.	Clarence Scott	566	3	8
201.	Gary Peterson	640	3	8
202.	Edson Williams	341	3	7
203.	Don Watkins	350	3	7
204.	Ray Turner	403	3	7
205.	John Hurley	409	3	7
206.	Jack Miller	641	3	7
207.	James Doig	228	3	6
208.	Robert Redmayne	335	3	6
209.	Fred Austin	440	3	6
210.	Doug Sterling	680	3	6
211.	Rick Artz	65	3	5
212.	John Rance	264	3	5
213.	Lloyd Powell	305	3	5
214.	Rudd Weatherwax	342	3	5
215.	Edwin Earle	391	3	5
216.	Bill Woolard	629	3	5
217.	Dennis Murphy	306	3	4
218.	David Ownbey	319	3	4
219.	Chuck Purcell	619	3	4
220.	Steve Rauch	211	3	3
221.	Steve Brown	246	3	3
222.	Al Engelking	269	3	3
223.	Bill Tosetti	281	3	3
224.	Charles Cheek	355	3	3
225.	Richard Dorr	497	3	3
226.	Randy Martin	537	3	3
227.	Bob Shaw	241	3	2
228.	Walter Mellinger	279	3	2
229.	Keith Tennis	308	3	2
230.	Joe Green	358	3	2
231.	Thomas Dempsey	563	3	2
232.	Randy Morrow	568	3	2
233.	Robert Williams	178	3	1
234.	Randy Rush	468	3	1
235.	Pete Klassen	586	3	1

NEW COURSES TO CONQUER

OREGON ROAD RACES

July 9th saw the first running of a road race at Delta Park in Portland, Oregon in five years. It was sanctioned by the ACA-NRA, the representative body for the ACA in the northern part of the United States. A few riders came down from Canada and several from California; the majority were from Oregon and Washington.

The course is excellent for road racing, using some actual streets in an old housing development which was torn down about five or six years ago. The course was approximately three miles in length and circled an island lake with large trees in the infield, but back far enough from the course not to impose a hazard.

Ron Grant came up from San Francisco and really tore around the course on his 250cc Yamaha. Behind Ron, Tim Coopey from Coquitlan, B.C. on a Yamaha finished second and gave Ron a merry chase. Some of the Canadians are excellent road racers and I think everyone will agree Tim is probably one of their best lightweight riders.

Swedish Import

A rider that a lot of the spectators came to see was Bo Gustafson from Sweden, who has just moved to Seattle, Washington permanently. He rode both the 250cc and the 125cc events, winning the lightweight event overall on his 125cc Honda. He was riding under #123. Gustafson had a very interesting machine in the 250cc event, a Paton. On this machine, Bo was able to finish 9th at the Isle of Man this year. Although he had some mechanical problems with his Paton and had to drop out of the event, he was running in a strong fourth place position before the difficulties occurred.

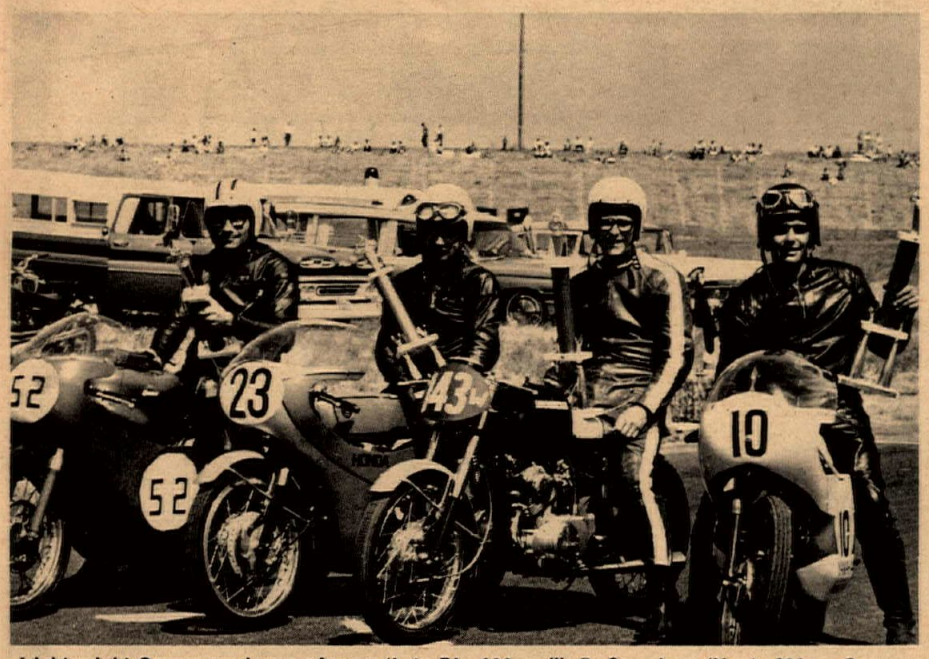
Some of the other outstanding lightweight riders were George Schwin on a Honda from Seattle, Washington, winner of the 200cc event, and W.D. Sauerberg from No. Surrey, B.D. on a Yamaha. Also impressive was George Corbett from Seattle, Washington on a Ducati. Winner of the 250cc amateur event was Don Pesznecker from Portland, Oregon, Yamaha mounted.

Parriott Big Winner

Overall winner of the 500cc event was Buddy Parriott on a Norton Manx and in hot pursuit was Michael Sutley from Seattle, Wash. on a Harley-Davidson.

It was an interesting race day, an excellent course, a good challenge, and an opportunity for the riders in the great northwest to participate in road racing. Another event is hoped for over the Labor Day weekend which should give the boys from California an opportunity to make the trip up and back without too much effort. That part of the country is really beautiful, and believe it or not, it is really green all year round.

(Results on page 16)



Lightweight Oregon road race winners (L to RL: 100cc, W. D. Sauerberg (Yam); 200cc, George Schwin (Hon); 125cc Bo. Gustafson (Hon); 175cc, George Corbett (Duc).

SANTA ROSA MILE

LAWWILL SLIDES TO WESTERN MILE-WIN

Santa Rosa's track cannot be described as fast. It is faster than fast, with expert winner Mert Lawwill turning in many laps in the 35 and 36 second bracket. That's moving in anybody's book!

A full afternoon of good close racing was viewed by a more than sizeable Northern California crowd with Clyde Litch starting the action by posting the fastest time trial for the experts. No surprise was Jimmy Odom lapping the fastest for the amateurs.

Lawwill, Dan Haaby, Elliott Schultz and Eddie Mulder came up as the four heat race winners with Lawwill turning in the fastest eight mile time.

Haaby, riding H-D for the first time on dirt since '64, rode Lawwill's swinging arm Castle Rock TT winning machine.

It was a Northern Calif. sweep in the amateur heats with Odom, Roger Goldthwaite and Earl Lout coming up as the winners. Goldthwaite had the fastest seven lapper.

Litch swept the field to capture the trophy dash that hosted the four fastest qualifiers. Schultz was second, Mulder third and Haaby fourth.

In the 25 mile Western States championship for the experts it was all Lawwill after the first lap. Haaby led the opening round before giving way to his "sponsor."

Haaby and Schultz battled all the way. In the early laps it was for second place, in the late laps, for third. Haaby had to re-pass Schultz on the final lap to finally take third place money.

Nicholson's Best Ride

Besides Lawwill's winning effort, the best ride of the day was turned in by Jimmy Nicholson on the Dudek Triumph. He started in row two and last position in the main event and came from way back to take over second on lap 15. He was never a threat to Lawwill but it was Nicholson's best ride in a long time.

Blackie Bruce also came from afar to grab off sixth place from Mel Lacher.

Only one crash was recorded the entire day. This came when the officials decided that Dick Hammer and Eddie Mulder should run in a second and special time trial effort to break a tie for fourth place in time trials and decide the last rider in the dash.

Hammer Hits a Hole

Hammer went out first and hit a hole, plus a wet spot, and lost his rig on the far turn. He nearly saved it but slid all the way to the guardrail. Dick was shaken up for a few moments, but unhurt.

One of the best races of the year came in the ten mile amateur final. Odom took a quick lead and held it for the first three laps.

Then Goldthwaite moved up to take over. All the while young Mark Williams from Oregon, on the Dick Kelm BSA, was charging up from the middle of the pack.

Hot Running Amateurs

Lap six had Williams and Goldthwaite crossing the line running even. Williams then took the lead and held off last lap bids from Odom for his first major win against big time competition. Odom passed Goldthwaite to regain second on lap nine. It was a close finish between Williams and Odom but it was Williams at the flag.

The man who makes miles his specialty, H-D-mounted Mert Lawwill held a substantial advantage over fast-closing Jim Nicholson after 25 laps at Santa Rosa.

Readers and riders can expect more mile track events at Santa Rosa — maybe even a national in 1968, promoted by the same pair who sparked this event, Barkhimer and Murrell.

(Results on page 16)

HELMET LAW

Continued from Page 4

ate committees relatively unnoticed until the Angels appeared. Sonny Barger's testimony impressed the Transportation Committee sufficiently to hold the hearings open for a week and the publicity it received alerted other cyclists to the danger.

Cards and Letters

At that time most of the Senators had received no mail in opposition. Then mail began to trickle in, but never in the quantity in which it should have arrived. The California legislature is responsive to public opinion, more so than many states.

No one can ever quite believe that his letter can make any difference, but it does. Confronted with several thousand bills each session, no legislator can know all about all of them. A simple letter stating your feelings and your reasons can be the difference in a vote. It happens all the time. Cyclists are a minority. Minorities inevitably suffer in a system of government by majority. For example, the National Safety Council says 75% of automobile fatalities are caused by head injuries. There is no legislation offered requiring all automobile drivers and passengers to wear helmets. The only way to offset a minority situation is to keep informed and speak up. The Hells Angels did just that. All the motorcycle riders of California should have done likewise.

It Isn't Over Yet

Even if the bill is dead this year it is still sitting there in Washington, D.C., waiting to strike again. If we have made it for this year, it will be presented again next January or February and the fight will begin once more. We must make our objections to our national representatives. Perhaps, if we protest loudly enough, we may manage to repeal the helmet law nationally and substitute for it Chairman Miller's suggestion a small printed warning on the side of each motorcycle — "Caution: Motorcycle riding may be hazardous to your health."

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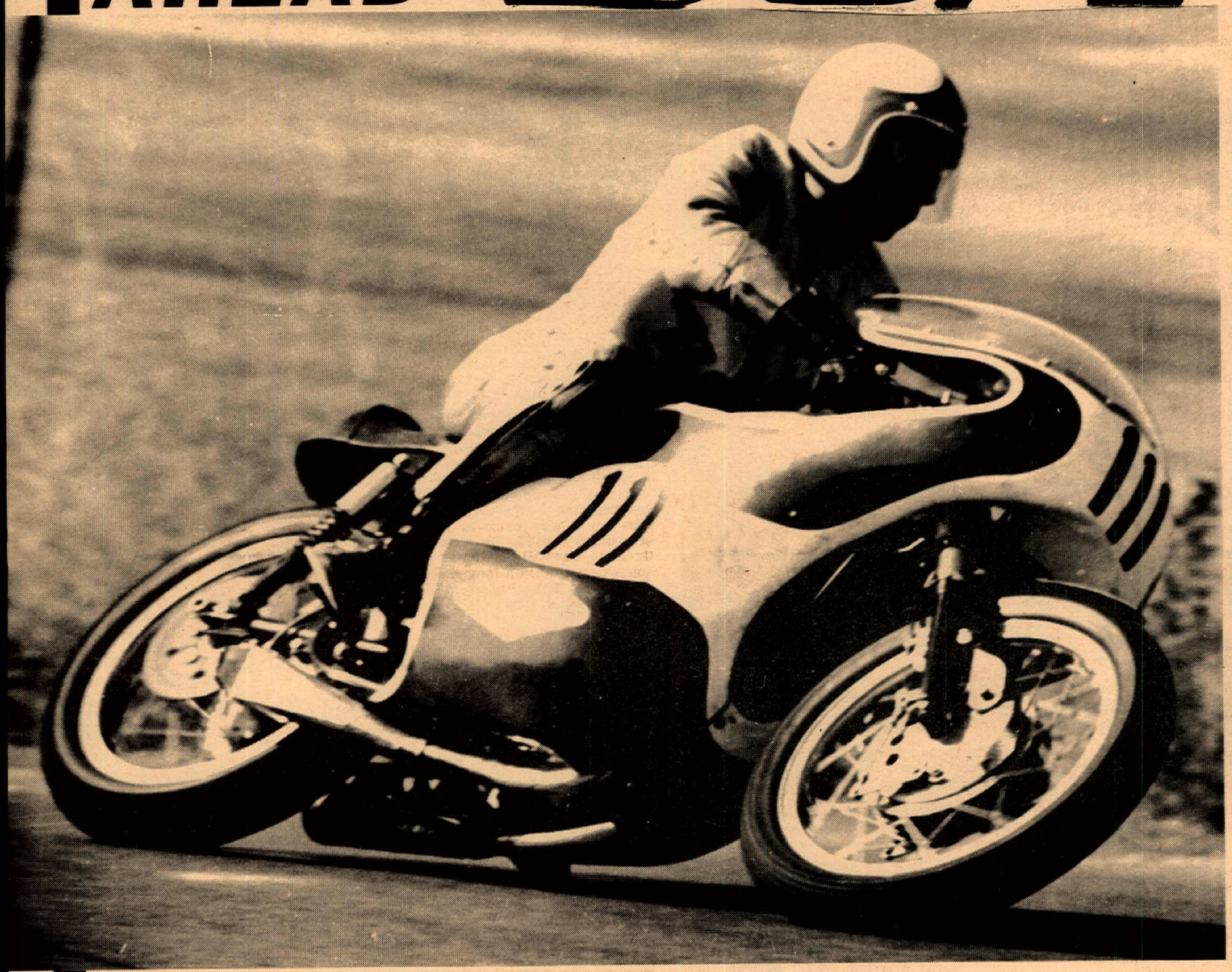
Photographer-correspondent Vic Ebbutt of Seattle was honored Sunday, July 28, during half-time ceremonies at the Maltby Raceways.

A large plaque engraved with the words "To Vic Ebbutt in Appreciation of Services Rendered to Maltby M/C 1967" and a beautiful jacket were presented by the entire club and trophy girl Donna Bradley of Renton.

It left this correspondent speechless but thrilled and it is actions such as this that make the whole racing picture worth while.

TAKE A BOLD STEP AHEAD

BSA



BSA FIRSTS

DON VESCO – BSA – CAPTURED THE 500cc G.P. CLASS AT CARLSBAD SPORTSMAN ROAD RACES JULY 30. BILL HOLST – WON THE OPEN G.P. CLASS WITH A 650cc BSA MARK III.

RICK WOODS – BSA – WON THE 500cc CLASS AT ORANGE CO. SPEEDWAY JULY 26.

ELSINORE TT JULY 30, 1967 J. KOTO – BSA – FIRST 350 EXPERT

LIONS DRAG STRIP JULY 30, 1967 MOD. STREET CLASS B – DICK STRICKLAN – BSA – 13.37 – 98.70.

IRWINDALE DRAG STRIP JULY 29, 1967 SUPERBIKE – BOB SIRKEGIAN – BSA MARK III – 11.17 – 126.58

LODI TT JULY 21, 1967 – 650 NOVICE FIRST – DEAN CASTER – BSA.

LIONS M.C. DESERT CROSS COUNTRY RACE – 1st OPEN NOV. 3rd OVERALL – C. CALVERT – BSA.

ASCOT HALF-MILE SPEEDWAY JULY 29, 1967 – 1st AMATEUR FINAL – PHIL TODD – BSA.

SANTA ROSA MILE SPEEDWAY JULY 30 – 1st AMATEUR FINAL MARK WILLIAMS – BSA.

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THE FINISH LINE

By Roxy Rockwood

One of the best and one with a lot of new faces at Ascot last Friday. Schultz is back in form after too long a slowdown. Blackie Bruce is again having one of his hot spells so everything is changing on the local speed path.

Tanner missed making the main event at Ascot for only the second time since he moved west in 1959. It was only the fourth time in his entire racing career that he has failed to make any oval main event—anywhere. Don't look for it to happen again in the near future.

Tri. or Nort. This Sat?

Jack Simmons and Dave Palmer take another shot at Skip Van Leeuwen, the newly crowned national TT champ. Should be interesting.

Santa Rosa mile action was close all the way and a good event that should be here to stay. Everybody wants more mile track events. The west now has three for this season.

A special note to all northwest riders. Yes, there will be a mile track national at Sacramento this year so please stop rumoring up that way that the race is off.

Winters, Not Rader

In that recent clash in the pits at the national TT that found Bobby Winters coming up with a broken leg. The other side of the story is that Winters was the guy, not Cal Rader, who was doing the unofficial racing in the pits.

There are always two sides to all stories so now the column has printed both. This one is best laid to rest with a word to the wise: "Race on the track and not in the pits."

Another dumb one pulled off at Ascot last Friday. An amateur was not able to get his machine started for the heat race. He was pushed to the side where he spent four full laps kicking the machine. It finally started. He pulled onto the track, right in front of a rider. It was a five lap event. No wonder it took this same rider three years to get out of the novice class.

This Week—Indy National

Floyd Clymer's 110 mile national road race goes this week at Indianapolis. Over 70 novice riders entered for the green plate event. There will also be a novice race for road racers at Carlsbad in September. In the amateur race, Walt Fulton rides for H-D, Jim Odom's up on a Matchless and Art Bauman will ride a private Honda 450. These three ran away from the rest by a long ways at Daytona. Look for a repeat. (See story in Cycle News next week).

Dick Hammer and Ron Grant again try on the Suzuki's to stop the win streak by Yamaha and Gary Nixon. Odds are good that they will make it this time.

Nixon should really scream on the Triumph in the 110 mile road race and bag 82 more big national points. He's the hottest of them all right now but still has to come back to Calif. in September for four straight national championships.

The one and only previous time the Indy course was run, back in '62, the now retired Tony Murgia won the big bike race—his only national win.

Mild-Mannered White?

In the '62 event, mild mannered Ralph blew a rear tire running right behind Murgia. He was doing well over the 100 per mark at the end of the front straightaway. Last Friday night he blew two fuses when he was short circuited by A. Bruce Holland.

Will be back at Indy and will have the full rundown in the next issue. A first will also be scored this month by the Montesa brand. They have organized a three-rider scrambles team to invade the midwest for a month and hit all the tracks. Many that you have never heard of. The team should produce good results for both California and Montesa.

EXCITING ACA SHORT TRACK

Excellent racing in the heats preceded the Mains and the Trophy Dashes Tuesday night, July 25, as ACA-sanctioned short track racing continued at South Gate Raceway.

Slidin' Steve Scott was doing wheelies down the front straight and other top riders such as Lee Stumpenhaus and Keith Mashburn were hard at work around the whole track, which was in beautiful condition.

In the 100cc Trophy Dash Gary Calkins (Yamaha) jumped into the lead and in a short time had a nice four-bike-length advantage built up which no one could challenge and Gary went home with a trophy. In the 250cc Dash Keith Mashburn (5-speed Pursang) jumped into the lead with Steve Scott after him, followed by Lee Stumpenhaus and Stan Rogers, but Mashburn held on to his lead and received his just rewards from the pretty trophy girl identified as "Mike" by the announcer. Out of the four 'Tacos in the Dash, three of them were sponsored by Steve Scott from his shop in North Hollywood, which sounds like a bit of a record for sponsorship!

Rockwood Wire-to-Wire

The 100cc 12-lap Main was a good one! Tom Rockwood (Honda) was first off the line and never lost his lead, but behind him a lot of battling was going on. Gary Calkins held down second with Rick Woods right after him, followed by Stan Rogers. Rick finally nailed Gary on the back straight but, on the last lap, Gary re-took second place by the skin of his teeth and had the spectators standing, it was that close!

Keith Mashburn was off and running first in the 250 Main followed by Scott and Stumpenhaus. Stan Rogers popped into third and then started working away at Steve Scott. He'd pull up inside Scott on every turn, then Steve would outrun him to the next. But, finally, Rogers took second behind the hard-sliding Mashburn. Then "that's what makes racing" happened. Mashburn's 'Taco quit (suspected whiskered plug) leaving Rogers in first spot with Lee Stumpenhaus in second after he had passed Scott — and that was the way it finished.

Riders are invited to practice at South Gate every Sunday from 10 'til 5 for the fee of $3.00, the rules being that you must wear full leathers, boots and helmet and sign a release — then you can ride all you want.

Opportunities for separate practice on the short track and TT course will be provided and machines of equal size will run together. The track promoter wants to start a big bike class so if you have a 500 and want to give it a try, go on out and you'll be able to run. If you have a go-kart take that along too, as they can run on the asphalt while the bikes are on the dirt. Sounds like a good way to spend a Sunday!

(Results on page 16)

MIRAMAR TRIALS

by Rich Eaton

The plush elegance of the continental-like La Jolla-Miramar coast line greeted riders of the S.C.T.A. for their July 23rd meeting.

The Trial was staged in the gently rolling hills and tricky deep sand washes a few miles inland from the coast. It consisted of a six-mile circuit made up of seven Amateur sections and six Expert-Master sections.

San Diego folks supported the trial by turning out en-masse with a showing of seventeen Expert-Master riders and Amateurs numbering into the eighties. Each competitor rode three laps in the pleasant sea breeze.

Festivities got under way for the "gung-ho" ones on Saturday evening when 20 of the members assembled for a camp-out, course lay-out, cock and bull story swapping session, impromptu wheelie contests, and miscellaneous other ribald activities.

On To the Business At Hand

The objective of the trials rider is to control his machine over a difficult section of ground. If the rider is skillful enough he will be able to control the machine without the aid of his feet; that is, without using his feet to balance the bike or to push the machine in a walking-like motion.

Riders found the various Miramar sections both challenging and enjoyable to ride. In the Amateur class commendable performances were turned in by Lightweight rider T.K. Geachin on his 250cc Trials Bultaco (4 points) and by Ultra-Lightweight rider Geoff Hammond, Honda 90cc (8 points).

Bill Stowers demonstrated his ability to control his 250cc Greeves on the more difficult Expert-Master traps with a score of 41 points to win the Expert's Award.

Up-And-Comer

That young sensation, Jim Wilson, took Top Award again on the Triumph 200cc Cub which his dad, Forrest Wilson, has helped him prepare for trials. Jim, noted for his fantastic sense of balance at "near stand-still" speed and his quarter-mile-long second gear "wheelies", nipped his score to 16 points and came out 5 points under his nearest competition, the infamous Scottish hillbilly, Jack Ward, on a Triumph 200cc Cub.

What Does It All Mean?

Several readers have asked for explanations about "what Trials are" and "what the terminology of Trials means". To help answer these questions this column will include at each writing a Glossary of Trials. This week's definition, "Trap": A section of ground marked with an entrance and exit through which the rider is to ride. The trap contains obstacles which will test the rider's ability. These obstacles can be turns, climbs, rocky surfaces, deep sand, fallen trees, stream crossings, etc. Also called "Section" or "Sub".

(Results on page 16)

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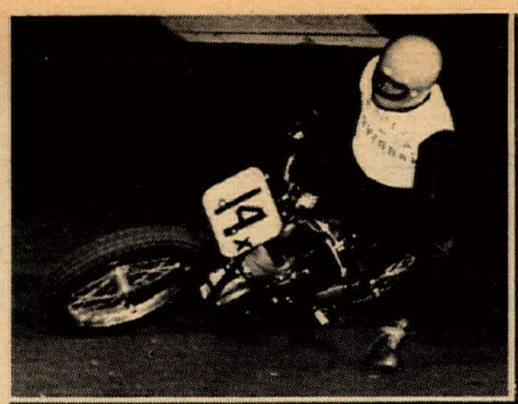
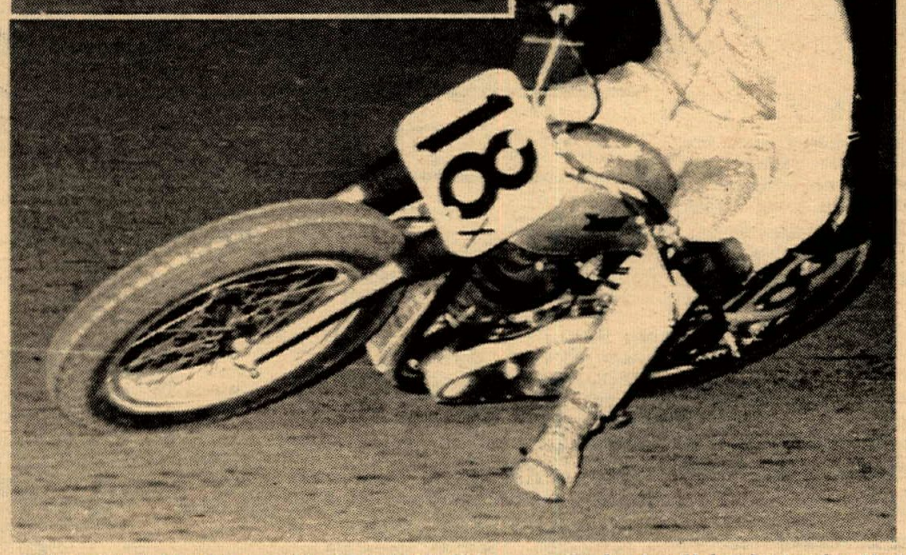
From the North, Jan Crawford.





Flyin' Phil Todd (18x) found the track to his liking, won the Amateur Main wire to wire. Marty MacDonald (14x) took his first ride on a BSA and it felt fine.

Keith Kruser looks better and better.

AMATEUR ACTION

From the South, Ron Lacher.

Mike Morrissey is moving up steadily.

ASCOT HALF-MILE (Cont. from page 5)

The final three rounds saw Bruce continue to inch closer and closer to Schultz. At the finish, both riders dialled the throttles all the way on with Schultz and the Enfield a half a wheel ahead of Bruce and his BSA!

Haaby and Pat Gosch both put on late lap drives to finish three-four with Lacher dropping all the way back to fifth.

It was nearly the same story in the amateur final with Phil Todd holding off Gary Waldo from start to finish. The two crossed the last line with Waldo just out of the lead. Each rider had won the amateur main in their last appearances at Ascot.

Rick Ellisarraras actually now has three straight main event wins in a row for Suzuki. It was up to point leader Dave Smith to supply the action, while hung up most of the way around fourth and fifth position.

A late lap bid carried Dashing Dave all the way to second place at the finish. Ellisarraras also won his heat race and has ten for twelve on the season.

Everybody returns to action again this Friday night with the TT riders, now fully rested from the national TT, going on Saturday night at 8:15.

(Results on page 16)

EVEL KNIEVEL CRASHES AT GRAHAM SPEEDWAY

Story & Photos by Vic Ebbutt

Evel Knievel, one of the world's outstanding motorcycle stuntmen and a man I both admire and respect, crashed Friday night while attempting to jump 16 automobiles at Graham Speedway. However, I am happy to announce that at the latest report he is out of danger and in medical language is in "satisfactory condition." This means two broken ribs and a broken finger.

The consensus is that the roughness of the approach, across the track and through the uneven infield, kept Knievel from gaining sufficient speed to hurdle the great distance between the ramps. As he descended, his rear wheel hit the top of the station wagon which was the last of the 16 cars, his front wheel banged down and he lost control, cartwheeling the length of the off ramp, through approximately 25 feet of gravel and coming to a stop on the track.

The shrouds of his parachute were entangled in his rear wheel and sprocket leading to speculation that the hard jolt on the ramp caused the parachute to pop open, entangling and locking up his rear wheel.

From his room at St. Joseph's Hospital in Tacoma, Knievel said that the jump could be done on that field and, in approximately three weeks barring unforeseen circumstances, he would attempt the jump again.

There are times when being a correspondent is a miserable job. Like when you must report the injury of a person you like, admire or respect. This was one of those times.

Trying to jump 16 cars, it's already apparent that Evel Knievel won't make it.

Crashing in a cloud of dust, Kneivel collected two cracked ribs and a broken finger.

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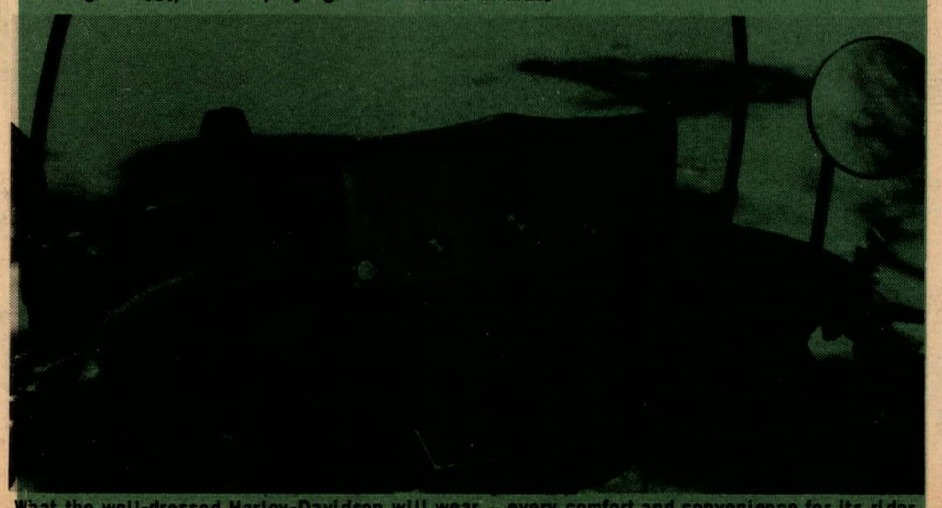
REBEL ROUSERS FIRST RUN

Photos by Robert O. Fee

An astrouding total of 367 road riding motorcyclists participated in the Rebel Rousers first Poker Run. Starting from Laidlaw's H-D in San Gabriel, the group covered 93 scenic miles before converging at Fullerton city park for fun and games.

First two-up riders to check in on the Rebel Rousers Sunday run were Jody and Bill Miller of the Knights M.C., here displaying their valuable awards.



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